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## ABSTRACT OF THE DISCLOSURE

The Invention pertains to an on-line system for the collection, analysis and distribution of information relating to motor vehicles. The system collates and cross-checks motor vehicle data from various private and government sources, to provide a complete view of the vehicles legal and commercial status. The system will also recommend and process transactions required for legal compliance and good business practice, including integrated electronic commerce applications. 34 1

## Description

The following statement is a full description of this invention, including the best method of performing it known to me: I, PATRICK RYAN COSTIGAN, a New Zealand citizen, of 15 Manuka Road, Waiheke Island, Auckland, New Zealand, do hereby declare to be the first and true inventor of the invention for which I pray that a patent may be granted to me, and the method by which it is to be performed, to be particularly described in and by the following statement.

## CROSS-REFERENCE TO RELATED APPLICATIONS

New Zealand provisional patent application No. 299611 filed 18/03/97 New Zealand full patent application No. 299611 filed 18/03/98 Australian provisional patent application No. P04339 filed 23/12/96 Australian full patent application No. 59374/98 filed 18/03/98 New Zealand provisional patent application No. 503219 filed 06/03/2000

## FIELD OF INVENTION

The invention (hereafter referred to as the 'system'), relates in general to computer, network & database systems used by organisations to process government registry transactions for motor vehicles, and to locate and purchase motor vehicle related products and services.

**BACKGROUND** Each year in New Zealand over \$1 billion of government related vehicle transactions are performed. These transactions take place as a matter of law, or well established business practice. Most of these transactions are paper based and inefficient and have created "gaps" in the system which some parties have used to avoid or delay their legal and/or moral obligations. The automotive industry and the Government want to automate these processes to: \* reduce the costs & effort of compliance, \* increase the accuracy of transactions & data, \* "tighten up" vehicle trading to improve vehicle & road safety. \* collect missing government revenues, \* facilitate the collection, and generation of new revenues, \* improve customer service and competitive position \* provide enhanced consumer protection \* enhance law enforcement It would be particularly desirable to provide a computer hardware and software based system which allows these transactions to be performed electronically. The system would incorporate many features which minimise user effort, and improve accuracy, and also introduces many of the "checks & balances" presently missing in the industry by automatically cross checking & directing system users to perform the required transactions.

## MULTIPLE PLATE PROBLEM

Some countries refer to the number plates on vehicles as a 'license plate'. This is because the plates are licensed and linked to a person and must be renewed each year with a sticker attached to them. These license plates are often moved from vehicle to vehicle as a person buys and sells cars. In New Zealand, number plates are referred to a 'registration plates' because they are issued only once when the vehicle is first registered as entering the NZ fleet. The plates are registered to the vehicle and are not linked to a person as they are in other countries. Unless the vehicle has 'personalised plates', the plate generally stays with the vehicle. In many countries every vehicle is given a unique Vehicle Identification Number (VIN). This is assigned by the manufacturer and includes details of the make, model, location of manufacture, year etc. This makes it very easy to identify a vehicle even if its registration or license plates have been removed or changed. This is why the linking of a plate to a person is not a problem because the VIN can be used to track the vehicles history and legal status. In NZ, only vehicles which entered the country after 1995 were assigned VINs. However the VINs used in NZ do not comply with the standard numbering codes

used in other countries. This makes it difficult to extract any useful information about the vehicle from the VIN. The concept (and importance) of VINs is still not fully understood by many people in New Zealand. As such, the level of care when reading and transcribing these numbers is poor. A VIN is a long and complex number comprising a mixture of 17 numbers and letters. , and confusing the following characters is common: Q & O & 0, 5 & S & Z, I & 1 etc. Hence VINs are often inaccurately recorded and therefore do not serve as a reliable vehicle identifier. This is where NZ has a unique problem with the identification of a vehicle and obtaining the histories of same. The vehicle's plate number is the identifier most commonly (and most accurately) used to attach events like unpaid debts & securities, damage, ownership and stolen flags to. If the vehicle's plate is to change, then the history and events attached to that vehicle can disappear. In NZ a vehicle's plates can/will be changed under the following conditions: a) a plate is damaged in an accident b) a plate is lost c) a plate is stolen d) a personalized plate is assigned or removed from a vehicle e) a vehicle is de-registered Once a plate has been physically removed from a vehicle, it becomes very difficult to determine the identify, and full history and legal status of the vehicle. This is especially true if the vehicle was brought into the country prior to 1995 and does not have a VIN. Here are some particular scenarios: a) Scenario 1: A person obtains a loan to buy a pre-1995 vehicle. The finance company registers a security against the vehicle's original plate (say 'ABC123') in the NZ Government's Motor Vehicle Security Registry (MVSR) or the Personal Property Security Registry (PPSR). Since the vehicle is a pr-1995 vehicle it does not have a VIN number, so no other unique identifier is registered. At some stage later, the person removes the original plate and attaches a personalized plate to the vehicle (say 'GOOD1'). In New Zealand there is no clear mechanism or requirement in law to update the MVSR or the PPSR registry with the new plate. Therefore a person searching the vehicle's current plate 'GOOD1' would be unaware of the 'hidden security' registered against plate ABC123. b) Scenario 2: In NZ it is possible to have the registered ownership of the vehicle changed into another persons name without the current owners permission, and without the new owner showing any identification. The registered owner can then request new plates for his new vehicle, citing the previous ones were lost, stolen or damaged. During the change of plate process, no check is done on the old plate to see if the vehicle was reported stolen. Once the plate has been changed, the vehicle effectively disappears from the police since there is no mechanism or requirement of law to advise the police of a vehicle's change of plate. And should notice of a plate change be given to the police, there is no effective process to ensure the new plate is also flagged as belonging to a stolen vehicle. The NZ Government (LTSA) does have a vehicle

checking service called 'Motochek' which links into the police database to see if a queried vehicle is stolen. However, it only uses the vehicle's current plate to see if there are any police interests in the vehicle. Again the vehicle would come up 'clean' because all the vehicle's current and past identifiers have not been used. For all the above reasons it is clear that all a vehicle's identifiers must be used to query various databases (eg. securities and police etc.) to obtain a true indication of the vehicles history and legal status. The current invention overcomes these long standing issues and shortcomings by providing a system and method of vehicle checking which uses a vehicles current plate, all past plates, VIN and chassis number to perform queries. The invention also undertakes steps to ensure the information collected is also relevant. There are additional problems which arise when using multiple plates to check a vehicle's status. This occurs when one of the vehicles past plates is a personalised plate which has subsequently been assigned to a different vehicle. The system envisaged will extract information regarding this second vehicle as well. This would also happen if incorrect VINs had been entered into any of the data sources searched. Hence the present invention incorporates features which analyse the search results and highlights irrelevant data (information relating to a different vehicle). The invention is unique and certainly not obvious. This is a serious problem and there has been a complete lack of any action or solution by the Government, law enforcement authorities, finance companies, and specialist vehicle checking companies. All these parties have serious vested interests in overcoming the problems, but have been unaware of the steps and systems needed to overcome them. In addition to just performing electronic government transactions, the system could be enhanced to act as a "one-stop-shop" of other essential information to enhance customer service, improve competitive position, and generate additional sales revenues for organisations such as: \* Automobile Dealerships \* Vehicle Manufacturers \* Boat Brokers \* Auction Companies \* Motorcycle Dealers \* Finance, Insurance, & Leasing Companies \* Service Stations, Vehicle Testing & Repair Centres \* Local Government Authorities \* Automotive Industry Associations \* Auto Wreckers & Panel Beaters \* Enforcement Authorities (eg. Customs & Police) \* Government Agents \* The Public etc.

## DISCUSSION OF PRIOR ART

In order that the System may be completely understood and appreciated in its proper context, reference may be made to a number of prior art patents and publications as follows: US Patent No. 5,623,403 Highbloom - System for Proactively & Periodically Identifying Non-Compliance with Motor Vehicle Registration Laws. The prior art system suffers from a number of

drawbacks, for example: \* Only provides a method for matching vehicle lien data from private finance companies against the Government's vehicle registration data to identify vehicles which have been sold but not had their new registration fees or sales tax paid within a period of time. \* Does not use common lookup keys to extract information about a specific vehicle in real time from various government and private data sources and, use some of the received information as a key to extract related data from other data sources and, combine the information for delivery via a single computer screen or document. \* Does not automatically analyse data from the various data sources to identify discrepancies and missing information and, then automatically advise a System User of the steps/transactions required to capture or correct the data and, enable the System User to actually conduct the required transactions on-line and in real time. \* Does not automatically transfer government registry data, System data, and known User data, to the relevant portions of other government and private transactions so as to reduce the effort and errors associated with having a person manually enter the data. \* Does not automatically create/update databases of vehicles for sale, and customer details. \* Does not automatically search databases for vehicle stock or customer anniversary dates etc. and then automatically send the reports to the interested parties. Should the differences between this an 5,521,815 be discussed here? US Patent 5,521,815 - Rose & Edward - Uniform System for Verifying and Tracking Articles of Value. \* Although this prior art may appear to disclose a concept similar to the current invention, it has many differences and drawbacks: \* The prior art does consider a centralised computer system for storage of motor vehicle information, and provides for a mechanism for system users to input and extract information from it. However the key purpose of the system is to create a new identifying number for articles, such number being different from pre-existing identifying numbers and pre-existing tracking systems. The prior art attempts to solve the problem that the same article may have different identifiers used by different parties such a liens, insurance, registration agencies etc. This makes it difficult to obtain a comprehensive statement of an articles status when only one of these identifiers is used. \* The prior art attempts to address this problem by Furthermore creating a new identifier for the article which is based upon certain attributes of the article. This new identifier is then to be assigned to the article as a replacement or supplement for/to the other pre-existing identifiers. The new identifier can then be supplied to the system and decoded to deliver up the attributes for the article. \* However the prior art requires sweeping changes in the way articles are identified, and to work correctly, requires acceptance and implementation of this new coding system by a number of 3rd parties. \* The current invention seeks to address the same problem that the prior

art attempts to solve. However the current invention does not need to create yet another new identifier and require that identifier to be accepted and utilised by all parties dealing with the article. Herein lies the main inventive step and advantage of the current invention over the prior art. \* The current invention will allow pre-existing tracking systems, the pre-existing and accepted article identifiers, and pre-existing business processes to be used and remain unchanged. This dramatically increases the likelihood of the current invention being implemented and the resulting benefits realised with minimal disruption. The current invention achieves this by implementing a centralised system which uses existing identifiers as keys to extract data directly from existing tracking systems and databases in real time. But the current invention uses a clever means for selecting what article identifiers and what article information to use as keys to extract relevant information from other disparate databases and data sources. It is the use of certain information from certain data sources which increases the ability to compile a comprehensive report on a particular article.

#### **SUMMARY OF THE INVENTION**

The present invention provides an improved or at least alternative computer based method and system to process government registry transaction for motor vehicles and to locate and purchase motor vehicle related products and services. In broad terms the invention comprises a motor vehicle information system for compiling from different data sources information relating to motor vehicles and receiving and responding to enquiries from remote system users, comprising a central computer forming a system server electronically accessible by remote system users and storing a number of vehicle records each comprising information relating to a vehicle, and programmed to receive vehicle enquiries from system users including vehicle identification data, and responsive to such user enquiries with information relating to the vehicle to which the identification data relates, and programmed to compile and/or update the information in the central server vehicle records on receipt of a user enquiry or otherwise, by obtaining vehicle information from at least one remote government stored database of vehicle data for a plurality of vehicles and by also obtaining information from one or more other remote stored data sources. In broad terms the invention also comprises a method of compiling from different data sources information relating to motor vehicles and receiving and responding to enquiries from remote system users, comprising providing a central computer forming a system server which is electronically accessible by remote system users and storing a number of vehicle records each comprising information relating to a vehicle in said system server, receiving in said system

server vehicle enquiries from system users including vehicle identification data, and responding to such user enquiries with information relating to the vehicle to which the identification data relates, and compiling and/or updating the information in the central server vehicle records on receipt of a user enquiry or otherwise by obtaining vehicle information from at least one remote government stored database of vehicle data for a multiple number of vehicles and by also obtaining information from one or more other remote stored data sources.

## DEFINITIONS

Certain terminology is used herein for convenience only and is not to be taken as a limitation on the invention. MVR - Motor Vehicle Registry, often a public registry run by the government which contains the relationship between vehicles, owners, and registration status. The data contained in this registry is unique in that it is deemed to be the authoritative source of legally valid information. In New Zealand this registry is run by the Land Transport Safety Authority (LTSA). Liens Registry - This is often a public registry run by the government which contains the relationship between vehicles, owners, and security interests. The data contained in this registry is unique in that it is deemed to be the authoritative source of legally valid liens information. In New Zealand this registry is called the Motor Vehicle Securities Registry (MCSR). PPSR - This is a registry which contains information about liens and securities registered against any private property such as vehicles, boats, household appliances, etc. VIN - Vehicle Identification Number is an identifier or serial number which is unique to a vehicle. RUC - Road User Certificate is the term used in New Zealand, but the term is to generally refer to a certificate stating a diesel vehicle has pre-paid its road tax. COF - Certificate of Fitness is the term used in New Zealand, but the term is to generally refer to a certificate stating a commercial vehicle has passed a safety inspection. WOF - Warrant of Fitness is the term used in New Zealand, but the term is to generally refer to a certificate stating a domestic vehicle has passed a safety inspection. User - a person or computer system In Australia, the National Exchange of Vehicle and Driver Information System (NEVDIS) provides each registry with real time on-line access to all other registries' vehicle and driver license databases, and nationally compatible written-off vehicle registers (WOVR) may record the details of all written-off vehicles. The Australian police service's National Vehicles of Interest (NVOI) database that provides police with a national database of stolen vehicle details, has also been linked to NEVDIS to provide registration officers with on-line access to current stolen vehicle records. The Australian Register

of Encumbered Vehicles (REVS) database provides details of vehicles that have securities or liens registered against them (money owing).

#### **BRIEF DESCRIPTION OF THE FIGURES**

The system and method of the invention are further described with reference to the accompanying drawings which show a preferred form of the invention by way of example and without intending to be limiting, in which: Figure 1 is a block diagram of the preferred form system, Figure 2 shows the information flow & features of the preferred form system, Figure 3 is an introduction/menu screen of the preferred form system, showing the basic services, Figure 4 shows a Vehicle Query Screen of the preferred form system and some of the transactions it links to, Figure 5 shows a Vehicle Information Report (VIR) from the preferred form system, Figure 6 shows a vehicle Change of Ownership Screen, Figures 7 and 8 show how change of ownership transactions are linked to the Motor-Match and Customer databases, Figure 9 shows a screen for manually submitting a vehicle to the Motor-Match database, Figures 10 and 11 show Vehicle Search Screens and the associated Contact and Notification Screens, and Figure 12 is a proposed Change Vehicle Liens Screen. Figure 13 illustrates the various flows of information between; the system, the system users, the public, and other data sources. Figure 14 illustrates how a dealer-to-dealer change of ownership transaction is linked to the police book database.

#### **DETAILED DESCRIPTION OF THE PREFERRED FORM**

The preferred form of system is shown in general block form in Figure 1. The system comprises a central server 2 comprising memory and operating under the control of application software. The computer system may have the instructions for operating the computer system encoded as at least one computer program on a computer-readable medium encoded with a computer program, wherein the computer program defines structural and functional interrelationships between the computer program and the medium which permit the computer program's functionality to be realised. The computer readable medium may include, but not be limited, to optical or magnetic storage media such as a hard drive or CD-ROM. The application software functions interactively permitting exchange of information within the system. The application software may process information using one or more processors, which may be linked by structured communications channels or unstructured communications channels such as the internet. In particular, distributed processing of information using multiple processors such as the processors of computers associated with system users running client software is considered to be within the scope of the

invention. Similarly, the server may include many disparate information storage media which may be linked to the system by structured communications channels or unstructured communications channels such as the internet or wireless links. Users may communicate with the server 2 using a PC such as indicated at 4 over an Internet connection or other communications channel. Users PCs may be loaded with common software such as HTML or JAVA and the Internet connection may be either dial-up or dedicated. A user may use an equivalent Internet appliance instead of a personal computer. Other equivalent devices may include but not be limited to, for example, phones, facsimile machines, laptop computers, notebook computers, palmtop computers (PALM PILOT), scanners, cameras, modems, communication access, personal computers (PC), PC terminals (NET PC), and network computers (NC). A user may also be another computer or software program which makes queries and conducts transactions with the system electronically without direct human involvement. A firewall 6 may be interposed between the user and the server 2 for security purposes. Users may also communicate with the server 2 through a call centre 8 using a fax or telephone. A call centre operator accesses the server 2 using Internet terminals 10. Information is then conveyed to the user by voice or fax. The system may provide 0800 and 0900 services, voice and text recognition and/or IVR technology. Alternatively, users may communicate with the server 2 using a radio paging service, electronic data interchange (EDI) or e-mail facilities (not shown). Information may be transferred between server 2 and PC 4 by, for example, via part of a structured communications network or unstructured communications network such as the Internet or a wide area network, and includes Internet type connections, telecommunication (telephone, ISDN, ADSL), VSAT satellite, WAP-enabled devices, short message service (SMS) enabled devices, and other wire and wireless transmission. Furthermore, data maybe transferred via other distribution channels such as computer networks, on-line systems, cable television, and broadcast television computer networks, distributed physical storage media including CD-ROMs, on-line systems, cable television, and broadcast television. The server 2 communicates with a number of data sources 12. These data sources 12 include private and government data stored on, for example, CD-ROM, floppy disks or tapes, Internet web sites, databases and computer servers. These data sources 12 may be accessed by dedicated and dial-up telecommunications facilities using e-mail, electronic data interchange (EDI) and/or communications via Internet web sites. The data sources 12 may also be stored locally on CD-ROMs, floppy disks or other digital storage media. Alternatively, the user may be provided with terminal emulation or Telnet facilities to directly access data sources 12. Where necessary, the system converts or translates information from one

format to another so that information can be collected and distributed using various communications protocols and devices most appropriate to system users and information suppliers. Translations and conversions supported include: • EDI to electronic mail and vice versa, • Electronic mail to facsimile and vice versa, • EDI to facsimile and vice versa. The system may either communicate with the server 2 in real time or alternatively may extract information in batch mode, or from a web site or other intermediary delivery mechanism. Operation of the system according to the application software is illustrated in Figure 2. Common Key A system user supplies a vehicle identification means 14 comprising one or more of the following pieces of data; \* the registration/plate number of a vehicle, \* the Vehicle Identification Number (VIN) of a vehicle, \* the chassis number of a vehicle, \* the details of a vehicle owner, \* some other unique identifier of a vehicle or vehicle owner. This is used as the key(s) to extract relevant pieces of information about the specific vehicle (or owner) from various public and private data sources 12. These data sources include government databases such as Motor Vehicle Registries (MVR) & Motor Vehicle Securities Registries (MVSR), a Private Property Securities Registry (PPSR), Internet web sites, CD-ROMs, vehicle valuations etc. For example, the vehicle identification means 14 may be used as a common key to extract vehicle liens information from the MVSR and/or PPSR databases, and to extract vehicle description and ownership information from the MVR database. Link Data The system is also capable of using data extracted from one database as a key to look-up and extract data from (or submit data to) one or more other data sources, web sites etc. For example, the vehicle owner details obtained from the Government's MVR database may be used to access and extract relevant information about the owner from a police database and a drivers license database. Whereas the MVR's vehicle description (make model & year) will be used as a key to extract vehicle valuation data from another database (such as that provided by Dealer's Guide). The vehicle description may also be used to extract specifications and an image of the vehicle from another database, CD-ROM, or other data source. Another example, the system may submit the system user's search VIN, and/or search chassis #, and/or search plate number to obtain relevant vehicle data from the MVR (LTSA) registry database. Then the system takes the search VIN, the search plate, and the vehicles past plate #'s (plate history) returned from the MVR (LTSA), and the VIN returned from the MVR (LTSA), and using all those identifiers checks against the liens registry (MVSR and/or PPSR). In this way all liens which may have been lodged against a vehicle under past and present plates are obtained. This is done since a vehicle may have had its VIN incorrectly entered by the system user, or the VIN in the MVSR and/or PPSR is incorrectly recorded, or the plate entered by the

system user is new to the vehicle and has not been linked to the vehicle in the liens registry (MVSR and/or PPSR). Figure 13 shows other possible search keys and the possible information returned from other data sources. This information may then be combined, processed, cross checked, verified, analysed and the results distributed to system users, the public, or data suppliers using on-line, fax, phone, pager, or e-mail methods etc. Figure 13 shows primary search keys (user entered search criteria), and secondary keys (search criteria obtained from the primary search). Some specific examples of the information accessed by the system are; vehicle information collected during the process of offering a vehicle for sale at an auction (eg. condition, mileage, sale price); vehicle information collected during the importing or exporting of a vehicle (eg. customs data on condition, country of origin, mileage, condition); vehicle information collected by insurance companies as a result of issuing insurance cover or processing an insurance claim (eg. damage and repair histories and costs); vehicle information collected or held by law enforcement agencies (eg. stolen status, vehicle owner's drivers license status, outstanding fines and tickets), vehicle information collected by overseas auction companies (eg. vehicle condition, mileage). The computer system is adapted to perform batch queries to the government databases to update details in the database of vehicle details that may be accessed by system users to thereby maintain the integrity of information in the database of vehicle details. Combine Data - Vehicle Query Screen & Vehicle Information Report (VIR) The system combines and stores the various data as a new database record 16 in the system. The data can then be displayed on-line as a 'Vehicle Query Screen', and/or produced as a document called a 'VIR' 18. The Vehicle Query Screen and the VIR each contain some or all of the following; \* a physical description of the vehicle, \* details of the vehicle owner(s) past & present, \* the vehicle owner's drivers license details, \* any liens/securities associated with the vehicle, \* the insurance status of the vehicle, \* the vehicle odometer reading & verification, \* the vehicle's registration, licensing, and safety inspection status, \* specific (& related) vehicle market valuations, \* an image or representative graphic of the vehicle, \* the mechanical condition and/or repair history of the vehicle, \* miscellaneous notes about the owner and/or vehicle, \* police status of the vehicle and/or its owner, \* parking tickets associated with the vehicle, \* road user charges or outstanding road tariffs associated with the vehicle, \* insurance coverage on the vehicle. The 'Vehicle Query Screen' and 'VIR' 18 may be used by car dealerships, vehicle auctioneers, insurance and finance and leasing companies for example, to confirm the integrity of any vehicle they deal with. For example, car dealerships may generate a VIR for every trade-in vehicle considered, and issue a current VIR for every vehicle they sell to a customer. Likewise, before

financing, insuring or leasing a vehicle, a VIR would be generated and filed with the policy. VIRs can be requested by the Police on vehicles of interest, or by service stations and testing stations as part of their inspection & repair procedures. Vehicle auctioneers would also generate a VIR to confirm the status of each vehicle they sell to their buyers. The VIR would give businesses and the public greater confidence in the vehicles they purchase, insure or finance etc. The intent is to have the VIR become an industry standard document which functions much like a LIM (Land Information Memorandum) does in the real estate industry. The VIR would become a common document which is either required by law, or requested as part of good business practice.

**Analyse Data** The system may then analyse and 'cross-check' information it holds on a vehicle, vehicle owner, system user etc. (indicated at 20) to identify instances of data discrepancies, alerts, errors, outstanding fees owing, or missing data for example:

- \* checking that the vehicle owner and vehicle description information obtained from the Government databases (MVSR and/or PPSR & MVR) are consistent.,
- \* checking of odometer readings from various sources to identify any potential wind-backs (eg. comparing the mileage readings and the associated dates to see if a lower mileage reading was recorded at a later date).
- \* identifying multiple liens against a single vehicle by checking any liens which may exist against plates previously registered to a vehicle.
- \* identifying out of date, duplicate, or invalid vehicle liens associated with the vehicle. This is done by comparing the lien registration dates with the current date, and/or by checking to see if the lien registration date + the term of the loan results in a date which has passed making the lien effectively expired. Also by checking that the description of the lien vehicle matches the description of the vehicle obtained from the MVR database. Also be ensuring the vehicle is still exists according to the MVR database.
- \* identify and advise of any expired or cancelled licenses, registrations, certificates, or other legal requirements. This will also check to see if expirations are about to occur within a pre-set time.
- \* Using the VIN numbering standard to verify a vehicles VIN number matches the vehicle type.
- \* identifying if the vehicle insurance coverage has expired, or is about to expire within a given period.
- \* identifying whether the vehicle has been reported stolen or of interest to a third party selected from the group police, an insurance company, a finance company, customs, or a private investigator;
- \* identifying if the vehicles registration has expired, or is about to expire within a given period.
- \* Identifying if a vehicle has ever been deregistered for any period of time in its past..
- \* identify any relevant notes in the systems database which match the vehicles past or present plates and/or VINs.
- \* verifying that the date of birth and full name of past and present owners matches the date of birth and full name of debtors on securities. Any of the above

occurrences will be detailed & flagged within the system, highlighted to the system user, and the system may generate (and deliver) a related discrepancy or alert report 22. Discrepancy and alert messages are categorised into levels of severity and importance and displayed in a manner which makes it clear as to their severity or importance. For example messages may be grouped under particular headings, or given particular colours, or messages may include a particular icon. Link Transactions Based upon the analysis of the information held by the system, the system may be arranged with a compliance means to identify what further data needs to be collected, and therefore what other transactions need to be performed to ensure; the vehicle itself, the sale or purchase of the vehicle, and/or the insuring or financing of the vehicle, etc. complies with regulations or good business practice. The system then prompts the user to perform the required transactions or, automatically display the relevant transaction screen(s), in a logical order. The order of transactions will depend upon the type of system user (determined by the user's PIN) and the activities being performed. For example, if a vehicle is to be sold to a member of the public and the vehicle's registration, safety inspection, license or other certification has expired, then the user will be directed to complete these transactions before the sale and 'Change of Ownership' can be finalised. This in turn may be followed by a suggestion to perform a 'Vehicle Insurance' transaction. Whereas if another car dealer is purchasing a vehicle, inspection and insurance transactions are unnecessary and would not automatically appear. Some of the other 'checks & balances' performed by the system are; \* ensure a valid WOF, registration, and paid up license before selling a vehicle to a member of the public. \* no WOF, license etc. if car is de-registered. \* verify a vehicle buyers ID and ensure a valid drivers license before performing a change of ownership etc. \* check for outstanding parking tickets, unpaid registrations (from continuos licensing) etc. before performing a change of ownership. \* ensure a 'written off' vehicle is de-registered before it is sold \* no insurance without a vehicle valuation check and drivers license status check. \* check for insurance coverage on a vehicle when processing damage claims. \* no financing processed without a vehicle valuation check, credit check, verification of valid registration, and liens check. \* ensure the vehicle is insured before processing finance. \* ensure the vehicle remains insured and registered while it is under finance. \* check VIN for accuracy against vehicle description and/or manufacturer's lists. \* unpaid vehicle licenses are paid before change of ownership. \* compare and correct vehicle descriptions and vehicle ownerships between government registries like the MVR and MVSR and/or PPSR. \* check for a valid RUC license for diesel vehicles before a sale. \* alert finance companies (or other lien holders) to clear/modify a vehicle's title when the vehicle has been sold and money

collected. To accomplish this, the system may be arranged to conduct real time & batch processing, document printing, billing and collecting of fees, for the following motor vehicle related transactions; \* initial vehicle registration, \* re-licensing of vehicles and drivers \* changing vehicle ownership details, \* vehicle safety inspections, 'certificates & warrants of fitness' \* registration, amendments and cancellation of vehicle liens/securities, \* renewal & issue of Road User Certificates & Road User Charges, \* collection of miscellaneous notes relating to the vehicle and/or vehicle owner, \* customs, duty & excise transactions, \* processing & renewal of drivers licenses, \* paying of traffic & parking violations. The system may also be provided with action means providing a facility for carrying out the required actions identified by the compliance means. Such action means may include facilities to process vehicle registration, licensing, and inspection transactions (eg, WOF's, RUC's, registrations, COF's), process vehicle securities (eg, add, change and delete liens), and recommend and perform transactions such as arranging vehicle finance, insurance and/or vehicle extended warranties. These actions may be conducted electronically. In a preferred form the action means submits data already available to or known by the system to reduce manual data entry. In another embodiment the means by which to launch a transaction could be a simple hyperlink from an explanatory message or an alert message whose text relates to the transaction in some clear manner. The system may display alert, error and/or advisory messages on screen, or within the VIR, which are hyperlinks for launching and conducting other transactions. Such subsequent transactions would automatically have known and relevant data from the system completed. In this manner the VIR becomes the 'window' to launch other transactions from. Transfer Data The system may make use of Internet IP addresses, CLID, and/or PINs to identify a system user and confirm their right to use the system. The system may then extract relevant details about the user from various databases (including its own database of user profiles) and will automatically transfer/copy this information to other transactions the user may wish to perform. Similarly the details of a vehicle and/or its owner etc. may be transferred automatically to the appropriate parts of other transactions. Automatic data transferring will be used throughout the system to reduce the errors & effort associated with manual entry of data by a person. For example, during the purchase of a trade-in vehicle by a Car Dealer, the details of the vehicle and the seller (previous owner) would come from the 'Vehicle Query' results. While the details of the buyer (car dealer) would come from the system. This data would then be inserted automatically into the appropriate fields of a 'Change of Ownership' transaction. Another example would be to take the agreed purchase or sale price and description of a vehicle from a sale & purchase agreement, or from a change of ownership

transaction, and use it to update the system's vehicle valuation database while also copying the sale price to a finance application also performed using the system. Likewise the system could capture the vehicle's current odometer reading from a sale & purchase agreement, or from a change of ownership transaction and enter it into the system's vehicle notes database. Reports Data stored within the system can be formed into reports 24, all of which can be displayed on-line, printed on paper, or transmitted electronically via e-mail, fax, or a direct data link to deliver information to system users. Some of these reports include: \* A 'Vehicle Information Report (VIR)' 18 showing one or more of the following; securities or interests on the vehicle, date of birth of debtor, full name of debtor, vehicle description, the plate on the vehicle at time of security registration, vin, chassis, vehicle description, past plates and present plates, full names of past and present owners, date of birth of present owner, vehicle valuation, vehicle insurance details, vehicle damage or repair history, outstanding fines, physical location of vehicle, customs data, overseas registry information, police and law enforcement information, vehicle manufacturer information, ownership, registration status, liens status, police status, market value, mileage, damage & repair history, alert messages and notes of interest, road user charges or outstanding road tariffs associated with the vehicle, insurance coverage on the vehicle, or consumer rights etc. for a particular registered vehicle. \* A 'Window Card' 18a showing a subset of the information provided in a VIR 18, but containing the logo of the dealer, the sale price of the vehicle, and even customised disclaimers or guarantees used by the dealer. \* A 'Discrepancy Report' 22 detailing any data inconsistencies between information sources. This report may be generated automatically by the system and sent to the appropriate parties at scheduled times for further action. 'eg. mismatched plate/VIN/owner between Government registries, multiple liens on the same vehicle but under different plates. \* A 'Vehicle Search Report' listing descriptions, locations & prices for specific vehicles for sale \* Billing reports outlining the number, type, and time of transactions performed by each system user. \* Statistics reports showing vehicle price trends, number of vehicles registered per year etc. \* A 'Change of Ownership Report' for vehicles with liens registered against them. \* Marketing reports showing, sales by Dealership, customer sales anniversary dates, etc. \* A 'Vehicle Market Values Report' showing sales prices for various vehicle models. \* An 'Alert Report' showing possible odometer wind-backs, expired licenses or registrations, vehicle de-registration, damage & repair history, plate changes, ownership changes, stolen status, vehicle notes etc. \* A 'Police Book' report showing vehicles sales that have taken place between dealers or the present location of a particular vehicle within the dealer network; \* A Sale & Purchase agreement showing all legally required information. \* A 'Security Holders

Report' which highlights vehicles which have securities against them but the vehicle has recently changed ownership, and/or the vehicles registration is about to expire, and/or the vehicle has multiple securities registered, or the vehicle has old or suspect liens registered, or where a particular Creditor does not hold the priority interest. Stock Location Service ("Motor-Match") Vehicle dealers are constantly looking for good vehicles to stock their yards, and often turn to other dealers, trade-ins, importers, and vehicle auctions. However the increasing popularity of public vehicle fairs with their wider selection of vehicles, pose new competitive pressures upon car dealers. Therefore the location of good stock is becoming increasingly important for dealers. When a customer wants a particular vehicle model, a dealer may phone a handful of other dealers to locate a car. This is a time consuming and often unsuccessful exercise. The system may have the facility to streamline this process by providing a stock database 26 called 'Motor-Match' for dealers to buy & sell vehicles with each other in New Zealand and overseas. Dealers are then able to quickly locate specific vehicles for themselves or their customers by searching the database using criteria such as; the physical vehicle description, the location, and/or the price of a vehicle. This will also reduce the auction & car transport costs for dealers since unwanted trade-ins can be directly traded with other dealers. Dealers have the opportunity to register an interest in particular vehicles. The system may then periodically search the database for a period of time specified by the dealer and automatically notify the dealer when a vehicle(s) is located that matches the criteria. The notification will take place either by fax, e-mail, pager, direct data facility, or human operator. The Motor-Match database may be linked to other third party vehicle location services or databases, for example Japanese vehicle auction companies. This will allow system users to locate, search or advertise vehicles on other systems. Automatic Database Updating Although vehicles can be manually added and deleted from the Motor-Match database, the system can also virtually eliminate this effort for car dealers. This makes the database more accurate and very simple to use. This may be accomplished by providing a stock database updating means automatically adding (or deleting) vehicles to the database whenever the System is used to perform a government 'Change of Ownership' transaction, and/or a sale and purchase agreement. When a Dealer purchases a vehicle, it can be added to the stock database as a 'vehicle for sale'. Conversely, when a dealer sells a vehicle to the public, the system will automatically delete the vehicle from the stock database. The system will automatically know when a dealer is a seller or a buyer by matching ownership details with a list of known Licensed Motor Vehicle Dealers. When a vehicle seller conducts a check on the vehicle (eg. VIR) then the seller has the ability to flag his vehicle being checked as being for sale. If so marked by the seller, then the

vehicle details, the sellers details, the vehicles current owner details, and the results of the VIR will be added to the Motor match database. Database Partitions The Motor-Match database may be partitioned and records stored so that dealers can advertise vehicles to several audiences such as; everyone (public), only registered system users (System), only related dealerships (Franchise), or only for themselves to see (Private). The ability to store information privately means Motor-Match can be used by dealers as a internal system for tracking their own confidential vehicle inventories. Customer Database The system may also be provided with a customer database 28. The customer database operates in a similar manner to the Motor-Match database except it contains records relating to a dealer's customers. Although a dealer can populate and update the database manually, the system is designed to automatically add new customers whenever a dealer performs a 'Change of Ownership' to sell a vehicle to a member of the public, or perform an electronic commerce transaction, or a sale and purchase agreement. However, unlike the Motor-Match database, customer records are not automatically deleted, and customer database records are entered in a private partition as a default. A dealer can manually search this database by vehicle and/or a person's name. The system can automatically generate reports such as, showing the approaching sales anniversary dates for a dealer's customers, making the database very useful for marketing purposes. The system will also be able to extract the sales prices for various vehicles to generate reports showing approximate market values for various vehicle models and years. This market valuation information will in turn be referenced when the system performs a vehicle query transaction or generates a VIR. Police Book Database A 'police book' is required by law in some countries as a record of who owns a vehicle when the vehicle's change of ownership is not recorded in a central government registry. In New Zealand, when a Licensed Motor Vehicle Dealers buys a vehicle from another Licensed Motor Vehicle Dealer, they do not have to register themselves as the current owner with the government registry (MVR). Instead, a police book must be kept by all dealers when they buy/sell a vehicle from/to another dealer. This book can then be viewed by law enforcement agencies to determine who had possession or ownership of a vehicle at a particular point in time while it was between dealers in the 'dealer network'. However it can be very time consuming and frustrating for the police to travel around the country to view these books. Furthermore, dealers do not always remember to update these books, and the vehicle descriptions can also be inaccurate.. Since the system is designed to facilitate legal compliance, the system may also be incorporate a police book database 28a. Although a dealer can populate and update the database manually, the system is designed to automatically and accurately add a transaction record whenever a dealer buys or sells

a vehicle to another dealer. However, unlike the Motor-Match database, police book records are never deleted since they are to function as an on-going history of vehicle movements. A dealer or law enforcement officer can manually search this database on-line using the vehicle identifiers, description and/or persons name. The system can also generate police book summary reports.

**Vehicle Notes Database Facility** The system provides the ability for a system user to submit information about a vehicle which will be captured and stored in the system for viewing by specific parties (system users and/or the public). Information will be stored and retrieved using a unique vehicle identifier such as plate number, VIN or chassis number. The type of information collected in this manner may include vehicle photographs, damage & repair details, vehicle condition, addition or removal of accessories, odometer readings repossession orders, warranty and insurance coverage, and any other miscellaneous information deemed of value. This facility would be used by insurance companies, mechanics and body shops, vehicle dealers, customs inspection agents etc. The system will automatically display these notes, or advise a system user of their existence (for them to request and view manually) during relevant stages of conducting various transactions such as when generating a VIR, or changing ownership, or when determining a vehicles value for insurance and financing. Should a system user request to see notes about a vehicle during part of a VIR transaction, then the notes database will display all notes associated with the search plate, search VIN, MVR returned VIN, and MVR returned past & present plates. In this way all relevant notes pertaining to the vehicle can be viewed.

**Manual & Automatic Database Searching** A system user may be provided with the facility to perform both manual and automatic searching of the system's various databases. An automatic search can also be issued whereby the system will periodically scan a database for records matching particular search criteria and generate a report of its findings. **Automatic Notification** The system can also automatically generate reports, messages and searches and automatically send the results to interested parties via e-mail, fax, pager, direct data facility WAP or SMS cellphone message, or by a human operator. For example the system may generate an automatic e-mail to a finance company containing vehicle and transaction details when a vehicle has been sold or bought, instructing the them to add, change or clear any securities lodged against the vehicle. The e-mail may contain a hot-link embedded in the e-mail which will give the recipient access to the system's web site to undertake the suggested action. The e-mail may also contain a unique identifier which will allow the e-mail recipient to quickly locate the relevant vehicle and data on the system, and conduct the transaction more quickly and accurately. The e-mail may also contain the VIR details of the vehicle in the body of the e-mail or as an attached file. **Automatic**

reports will also include data discrepancy reports to the managers of government registries, or to the owner(s) of a vehicle to advise of expiration of licenses, inspections etc., or to advise an insurance company when a vehicle has been reported stolen, or to advise a finance company that a vehicle's registration has (or is about to) expire. If the system detected that a vehicle's previous plate was reported stolen, or there was a security interest on the previous plate, then the system could automatically notify the relevant parties (eg. the finance companies and the Police) that a change of plate has taken place on the vehicle. This will allow the parties to update their records to ensure their interests were still protected. This notification could take place in the form of a written report, an e-mail, or some other form of communication. Alternatively, the system could directly update the Police database records, and the security database (eg. PPSR) via an electronic link / transaction. The system could send out a message by mail, e-mail, SMS or otherwise to interested parties and vehicle owners when a license, RUC, WoF, warranty, insurance etc. is about to expire, or has expired. The notification message could also contain an invitation or advertisement to use a particular service provider, a hyperlink to a particular web site, and/or a discount voucher for a particular service provider. The interested party above, could then automatically renew or extend coverage etc. by entering a personalised code or PIN and also be billed accordingly. The system could allow a party to enter a vehicle identifier and be automatically notified by the system when that particular vehicle is being checked or is involved in a particular transaction within the system. Notification would again be by any of the means previously described.

**Integration With Other Systems**

The system will be able to integrate with other software applications by having the facility to export and import data in various common formats. This will allow the system to integrate with a system user's general ledger system, accounting package, stock control software, or other software systems. For example, vehicle purchase and sales prices could be automatically or manually imported into the system from a system user's accounting package. In this way the system can update or modify the vehicle market valuation database the system accesses. Similarly, the system may export the contents of a VIR via an e-mail attachment (or by some other data transfer means) to a user's local stock control package.

**Automatic Web Linking**

A system user can opt to have hyper-link access from his own web page to his partition of the system's stock database. The system user's web page may be hosted on the system or on another ISP. In this manner members of the public (for instance) can visit a Car Dealer's private web site and be able to view the dealers stock for sale without having to be system user's themselves. The system user's web site will always deliver the latest stock information, without the need to manually up-load and update the web site. The

relevant contents of the systems stock database can similarly be linked with a web based or on-line auction service, so that the system users (and the public) can view, bid, and even purchase vehicles on-line. **Display of Images** The system can supplement any text based descriptions obtained from the database(s) with a specific (or representative) image of a vehicle or vehicle owner. The image may be stored within a remote database and delivered to the user along with the text information, or the image may be extracted from a local storage device attached to the system user's local access terminal/workstation such as a hard disk or CD-ROM drive. Images will also be selected based upon key identifier(s) used to identify the vehicle or owner in the database(s). **Advertising & Publishing** Many companies recognise the explosive growth of the Internet as a powerful advertising and publishing medium. When properly used as a marketing channel it can generate significant revenues at a fraction of traditional costs. Unfortunately a general web presence often involves waiting for your prospective customers to connect to, and regularly use the Internet. Even then they may only stumble across your site amongst a sea of distractions and competitors. The system of the invention on the other hand, is an "industry specific Internet" or "Intranet" where all users are involved with vehicles, or buyers of vehicles, and access the system on a daily basis. This provides an unequalled opportunity for organisations to publish information, advertise products, and conduct transactions with a captive audience of pre-qualified prospects who have known automotive interests and needs. The system will consolidate information from various sources into a single interface, creating the "critical mass" of information needed to attract users. Publishing and advertising is further enhanced by the system's use of the latest Internet "push technologies" which will automatically deliver specific information to specific users based upon the status or type of user, or based upon user information held within the system, without any effort on their part. This provides a vast improvement over the "hit and miss" approach to advertising on the wide open Web. Companies can also use electronic mailing lists to communicate with any number of their customers, members, & prospects immediately and at negligible cost (eg. price updates, industry alerts & surveys). **Electronic Commerce** Electronic commerce practices can significantly reduce overheads and improve competitive position. One example shows that Internet based businesses can eliminate agent, broker and tele-sales commissions giving customers a 25% saving over competitors. In other instances sales costs of \$200 can be reduced to \$1 via the Internet. The system may be provided with the facility to support electronic commerce transactions whereby a system user can sell or purchase various products & services related to motor vehicles. Again the system may automatically provide known data such as vehicle description, sales price, market

valuation, vehicle owner & system user details (originally obtained from reliable government data sources) to perform these transactions, keep a record of the transactions, perform the required electronic debits and credits, and calculate commissions. A product supplier may in turn use the system to respond with a verification of the business transaction. The communication can take place in real time on-line, via e-mail, a fax facility, or via a direct data link to the supplier of the product or service. For example: After purchasing a new vehicle, a customer requests that it be insured. The system automatically inserts all the details about the vehicle, its value, and the new owner into an electronic insurance application form, and sends it directly to an insurance company on-line. The insurance company responds with its approval and a policy document by fax. The system automatically calculates an insurance sales commission and debits and credits the appropriate bank accounts. Advertising, Publishing & E-Commerce Capabilities Industry Associations: Newsletters, industry bulletins, membership lists, surveys, codes of conduct, discussion forums. Vehicle Auctioneers: Auction items & schedules, submission forms, sales statistics Vehicle Manufacturers: New vehicle models, road tests, option sheets, VIN decoding Finance, Insurance & Leasing Co's: Special offers, premium calculators, application forms, extended warranty policies, lease agreements, insurance policies, finance applications etc. Panel Beaters & Garages: Parts catalogues, repair manuals, inspection codes & diagrams Miscellaneous: Car transport services, auto accessories, valet services, credit checks Government Registries: Regulations, statistics, vehicle inspection codes Dealer Guide: Residual value calculations, market statistics, on-line subscriptions, new product advertising Police & Customs Depts: Transport Act & customs regulations, imported vehicle procedures, excise duty & declaration forms On-Line Help & Tutorial The system may provide an on-line help facility to explain the layout of various screens and the meaning of various fields. These may be contact sensitive so a system user can place a cursor over a field and get specific help by "right clicking" the mouse. A "wizard" utility may also be incorporated into the system to direct a system user to perform the required transactions in the correct order and to ensure transactions are completed with a minimum of errors or omissions. For example: \* A car dealer uses Motor-Match to locate the desired model of a car for a customer. \* The dealer contacts the other dealer to arrange a sales commission and the vehicle's delivery by telephone, fax or e-mail. \* The customer's trade-in is checked for ownership, registered liens, legal status (licensed or stolen), and its market value. \* If the dealer accepts the trade-in, he changes the ownership into his name, adds the vehicle to his private inventory list, and simultaneously advertises the trade-in to other dealers via Motor-Match. \* A description of the 'new' vehicle, the dealer and customer data is

automatically entered into a loan & insurance application form which is sent electronically to a finance & insurance company. \* The finance & insurance companies use the system to check the customers credit rating, drivers license status, verify the new vehicles value, and submit a quotation. \* The buyer accepts the quotation and the system electronically sends the completed and approved insurance policy and/or finance agreement to the appropriate company, and prints the required documents for the buyer. The system registers a lien against the vehicle if financing is accepted. \* The dealer ensures the new vehicles registration, licensing, and WOF are up to date, collects any road user charges and prints the required certificates. \* The dealer transfers the new vehicle ownership to the customer, simultaneously removing that vehicle from the dealer's stock inventory, but adding the buyer & vehicle details to the System's customer contact database. \* The dealer prints a VIR summarising all the details of the new vehicle and gives it to the buyer. During operation of the system, various screens are displayed to the user as shown in Figures 3 to 12. The system screen of Figure 3 is displayed as an introduction menu screen showing the basic services offered by the system. Figure 4 shows the vehicle query screen of the system. In addition to vehicle description data, the vehicle query screen may retrieve and display LTSA registration data 30, MVSR and/or PPSR lien data 32, dealers guide valuations 34, and police information 36. In a preferred form the vehicle query screen contains links to further screens for example options to print VIR 18, change owner, change lien, issue warrant of fitness, issue RUC, renew licence, register vehicle, insure vehicle and finance. Figure 5 illustrates a typical vehicle information report (VIR) 18. In a preferred form the information displayed on the VIR 18 includes vehicle description data, ownership history, odometer readings, WOF, and registration expiry dates, registered liens, estimated market value, alerts messages and further notes. Figure 6 illustrates a typical change of ownership screen displaying previous vehicle owner data and permitting entry of new vehicle owner data. In a preferred form the nature of the transaction, whether the vehicle is being sold from a member of the public to a dealer, between dealers, between members of the public, or from a dealer to a member of the public, may be manually identified by the user, or may be automatically identified by the system. On submitting change of ownership data the system may alert the user to action required for example warrants of fitness or road user charges, that the transaction will incur a fee, whether the user wishes to advertise the vehicle, that a particular error has occurred, or the transaction has completed successfully. Figure 7 illustrates operation of the system and screens displayed with a typical vehicle trade-in. Details are first retrieved using the vehicle query screen and change of ownership details then entered using the change of ownership screen. Government registry

information is then up-dated and the trade-in is checked. Details are entered in the Motor-Match stock database 26. The vehicle record is then checked for matches against active searches registered by users, and any matches are notified. Figure 8 illustrates a typical vehicle sale. Details are first retrieved by the vehicle query screen and details entered in the change of ownership screen. Government registry information is then updated. The user has the option of printing a VIR 18 before or after the sale. As a result of the change of ownership, the Motor-Match stock database 26 and customer database 28 are automatically updated. Vehicle records are then checked against previously stored user searches and the user is notified of any matches. Figure 9 illustrates a screen for manually submitting vehicle data to the Motor-Match stock database 26. In a preferred form the user may enter vehicle description data and present vehicle owner data before submitting the vehicle for sale in the Motor-Match stock database 26. Figure 10 illustrates a typical vehicle stock locator screen allowing the user to enter vehicle search criteria, with the system displaying vehicle search results. As illustrated, contact with the owner can be automatically made by electronic mail or fax and may incorporate a message that may be personalised. Figure 11 illustrates various screens allowing the user to select options for automated vehicle search services. Figure 12 illustrates a typical screen of vehicle liens displaying information on vehicle description, registered liens to be either deleted or added, and options to have certificates printed. Suitable errors are provided to the user for example alerting the user that only the registered lien holder can delete the lien. Figure 13 illustrates the typical type of information which is captured from a user, accessed from various data sources, analysed, combined and processed into reports or screen information for a user. Figure 14 illustrates a typical dealer-to-dealer vehicle sale. Details are first retrieved by the vehicle query screen and details entered into a change of ownership screen. As a result of the vehicle sale/purchase and the change in ownership, the Motor-Match stock database 26, the 'police book' database 28a, and the customer database 28 are automatically updated. The foregoing describes a preferred form of the invention. Alterations and modifications as will be obvious to those skilled in the art are intended to be incorporated within the scope hereof, as defined in the accompanying claims.

**WHAT I CLAIM IS:**

1 A motor vehicle information system for compiling from different data sources information relating to motor vehicles and receiving and responding to enquiries from system users, comprising at least one computer electronically accessible by said system users and capable of storing a number of vehicle records each comprising information relating to a vehicle, and programmed to receive vehicle enquiries from said system users which includes vehicle identification data, and responds to such system user enquiries with information relating to

vehicle(s) to which the said vehicle identification data relates. Wherein said system is programmed to compile and/or update the information in the system vehicle records by obtaining first vehicle information from a first remote stored government database containing vehicle data for a multiple number of vehicles, and by obtaining second vehicle information from a second remote stored government database containing vehicle data for a multiple number of vehicles, and by also obtaining third information from one or more other data sources on receipt of a user enquiry or otherwise. Wherein said first vehicle information is obtained from said first remote stored government database using said vehicle identification data as a first key. Wherein said second vehicle information is obtained from said second remote stored government database using said vehicle identification data, or said first information from said first remote stored government database or some portion or combination thereof as a second key. Wherein said third vehicle information is obtained from one or more other data sources using said vehicle identification data, or said first information from said first remote stored government database, or said second information from said second remote stored government database or some portion or combination thereof as a third key. 2 A motor

Claims

WHAT I CLAIM IS:

1

A motor vehicle information system for compiling from different data sources information relating to motor vehicles and receiving and responding to enquiries from system users, comprising at least one computer electronically accessible by said system users and capable of storing a number of vehicle records each comprising information relating to a vehicle, and programmed to receive vehicle enquiries from said system users which includes vehicle identification data, and responds to such system user enquiries with information relating to vehicle(s) to which the said vehicle identification data relates. Wherein said system is programmed to compile and/or update the information in the system vehicle records by obtaining first vehicle information from a first remote stored government database containing vehicle data for a multiple number of vehicles, and by obtaining second vehicle information from a second remote stored government database containing vehicle data for a multiple number of vehicles, and by also obtaining third information from one or more other data sources on receipt of a user enquiry or otherwise. Wherein said first vehicle information is obtained from said first remote stored government database using said vehicle identification data as a first key. Wherein said second vehicle information is obtained from said second remote stored government database using said vehicle identification data, or said first information from said first remote stored government database or some portion or combination thereof as a second key. Wherein said third vehicle information is obtained from one or more other data sources using said vehicle identification data, or said first information from said first remote stored government database, or said second information from said second remote stored government database or some portion or combination thereof as a third key.

2

A motor vehicle information system according to claim 1 wherein said vehicle identification data used as said first key is one or more of the items selected from the following group; a vehicle's current registration plate number, a vehicle's identification number (VIN), a vehicle's chassis number.

3

A motor vehicle information system according to claim 1 wherein said first remote stored government databases supplies motor vehicle registration data supplied or maintained by or with the authority of a Government agency and includes one or more of the items selected from the following group; a) Land Transport Safety Authority (LANDATA) database, b) the National Exchange of Vehicle and Driver Information System (NEVDIS).

4

A motor vehicle information system according to claim 1 wherein said first vehicle information used as said second key is one or more of the items selected from the following group; a) a vehicles past registration plate numbers, b) current registration plate number, c) vehicle identification number (VIN), d) chassis number.

5

A motor vehicle information system according to claim 1 wherein said second remote stored government databases supplies motor vehicle securities data supplied or maintained by or with the authority of a Government agency and includes one or more of the items selected from the following group; a) Motor Vehicle Securities Register (MCSR), b) Personal Property Security Register (PPSR), c) Register of Encumbered Vehicles (REVS)

6

A motor vehicle information system according to claim 1 wherein said second vehicle information used as said third key is one or more of the items selected from the following group; a) a vehicle's make, b) a vehicle's model, c) a vehicle's year, d) a vehicle's current plate, e) a vehicle's past registration plates, f) a vehicle's vehicle identification number, g) a vehicle's chassis number, h) a vehicle's securities creditor or debtor details, i) a vehicle's current owner.

7

A motor vehicle information system according to claim 1 wherein said other data source(s) is/are one or more of the items selected from the following group; a) vehicle market valuations, b) general vehicle notes, c) a police book database, d) vehicles wanted by the police, e) people wanted by the police, f) Written-off Vehicle Registers (WOVR), g) the Australian police service's National Vehicles of Interest (NVOI) database, h) the NZ Police Wanganui Computer,

i) damaged vehicle lists, j) the New Zealand Customs list of flood damaged vehicles, k) vehicle insurance lists, l) vehicles for sale list, m) manufacturer's vehicle specifications, n) vehicle safety and crash test specifications, o) information on imported vehicles, p) imported vehicle's overseas odometer readings, q) drivers license status, r) personal credit information.

8

A motor vehicle information system according to any one of the preceding claims further comprising a general notes database of records containing information relating to said vehicle identification data, and programmed to maintain the records stored in said general notes database relating to said vehicle identification data.

10

A motor vehicle information system according to any one of the preceding claims programmed so that said system user can add records to said general notes database. (so that important events and conditions of vehicles which are not presently recorded on other databases, like accident repairs, can be captured and stored for later retrieval).

11

A motor vehicle information system according to any one of the preceding claims programmed to retrieve and output records from said general notes database upon inquiry by said system user based on said system user specified criteria.(so that vehicle buyers can see other vehicle details which may be relevant to their buying decision).

12

A motor vehicle information system according to any one of the preceding claims programmed to automatically and periodically retrieve and output records from said general notes database. (so that law enforcement officers can be automatically notified of certain activities involving vehicles.

13

A motor vehicle information system according to any one of the preceding claims further comprising a police book database of records containing details of vehicle's in the physical

possession of motor vehicle dealers, and programmed to maintain the records stored in said police book database.

14

A motor vehicle information system according to any one of the preceding claims programmed to add records to said police book database whenever a motor vehicle dealer transfers possession of a vehicle with another motor vehicle dealer. (so that the motor vehicle dealer does not have to manually record and maintain a paper based record of vehicle transactions with other motor vehicle dealers)

15

A motor vehicle information system according to any one of the preceding claims programmed to retrieve and output records from said police book database based on user specified criteria. So that law enforcement officers can quickly determine the location and ownership of a vehicle while the vehicle is in the possession of a motor vehicle dealer.

16

A motor vehicle information system according to any one of the preceding claims further comprising a stock location database of records containing details of vehicles being offered for sale and programmed to maintain the records stored in said stock location database.

17

A motor vehicle information system according to any one of the preceding claims programmed to add records to said stock locations database whenever a motor vehicle dealer conducts an approved vehicle change-of-ownership transaction to take ownership of a vehicle. (so that the motor vehicle dealer does not have to manually record and maintain a list of newly acquired vehicles for sale).

18

A motor vehicle information system according to any one of the preceding claims programmed to remove records from said stock locations database whenever a motor vehicle dealer conducts an approved vehicle change-of-ownership transaction to sell the vehicle to another party. (so that the motor vehicle dealer does not have to manually maintain a list of vehicles for sale).

19

A motor vehicle information system according to any one of the preceding claims programmed to retrieve and output records from the stock database based on user specified criteria.

20

A motor vehicle information system according to any one of the preceding claims programmed to automatically and periodically retrieve and output records from the stock database.

21

A motor vehicle information system according to any one of the preceding claims further comprising a customer database of records containing details of people who have bought or sold a vehicle from or to a motor vehicle dealer, and programmed to maintain the records stored in said customer database.

22

A motor vehicle information system according to any one of the preceding claims programmed to add records to said customer database whenever a motor vehicle dealer conducts a vehicle change-of-ownership transaction to buy or sell a vehicle. (so that the motor vehicle dealer does not have to manually record and maintain a list of newly acquired customers).

23

A motor vehicle information system according to any one of the preceding claims programmed to retrieve and output records from the customer database based on user specified criteria.

24

A motor vehicle information system according to any one of the preceding claims programmed to combine said first information and said second information and said third information and to analyse the resulting information to create fourth information.

25

A motor vehicle information system according to claim 22 whereby said fourth information includes alert messages selected from the following group; a) Discrepancies between

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corresponding vehicle identifiers obtained from various databases and data sources. b) Discrepancies between corresponding vehicle ownership obtained from various databases and data sources. c) Expired registrations or licenses. d) Soon to expire registrations or licenses. e) Vehicle damage events.

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A motor vehicle information system according to claim 22 whereby any or all of said first information, second information, third information, and fourth information is formatted into a report for printing, or display and distribution online.

27

A motor vehicle information system according to any one of the preceding claims including responding to system user enquiries with information on vehicle description, vehicle owner, legal status or liens status.

28

A system according to any one of the preceding claims programmed to be accessed and operate over the Internet.

29

A method of responding to a query about the status of a vehicle and extracting the maximum amount of data about a particular vehicle from a plurality of databases and data sources by; a) Using at least one of a vehicle's current registration plate number, VIN number, or chassis number to query a government database containing details of a plurality of registered vehicles. b) Obtaining the vehicle's make, model and year, and the vehicle's current identifiers such as registration plate, VIN number, and chassis number, and a list of the registration plates assigned to the vehicle in the past. c) Using the vehicle's current plate, VIN number, chassis number, as keys to query other data sources to extract details of securities registered against the vehicle. d) Using one or more of the vehicle's past registration plates as keys to query other data sources to extract details of securities which may have been registered against the vehicle when it had a different plate identity. e) Using the vehicle's make, model and year as keys to query a vehicle valuation database. So as to determine the market value of the vehicle. f) Combining all the vehicle information into a report for display online or for printing. 1. A system for compiling

from different data sources information relating to motor vehicles and receiving and responding to enquiries from system users, comprising: a) a computer system further comprising: b) at least one computer; wherein said computer system is accessible by system users and capable of storing a) one or more vehicle records each comprising information relating to a vehicle in said computer system; wherein said computer system is adapted to receive vehicle enquiries from system users including vehicle identification data; wherein said computer system is adapted to respond to said user enquiries with information relating to the vehicle to which said identification data relates, and wherein said computer system is adapted to perform at least one of compiling or updating said vehicle information in said computer system; wherein said computer system is adapted to obtain vehicle information from said at least one remote stored government database of vehicle data for at least one vehicle on receipt of said user enquiry and by also to obtain information from one or more other data sources; wherein said vehicle information is obtained from said at least one remote stored government database and said one or more other data sources using said vehicle identification data or some portion or combination thereof. 2. The system of claim 1 wherein said means for obtaining vehicle information from said at least one remote stored government database of vehicle data further comprises: a) a means for submitting at least one of the following as a key to retrieve vehicle information from the MVR (LTSA) registry database: the system user's search VIN, the search chassis number, and/or the search plate number, wherein said vehicle information includes the following identifiers: the vehicle's VIN, the vehicle's current plate, the vehicle's past plate history, the vehicle's chassis number; and b) a means for checking against a liens registry (MVSR or PPSR) using all of said identifiers to obtain all liens which may have been lodged against a vehicle under past and present plates. 3. The system of claim 1 wherein, in said performance of at least one of compiling or updating said vehicle information, said computer system is adapted to perform at least one process selected from the following group: a) analysing information held on a vehicle, vehicle owner, or system user to identify instances of data discrepancies, alerts, errors, or missing data using at least one step selected from the following group (b) to (u); b) checking that the vehicle owner and vehicle description information obtained from the two Government databases are consistent; c) checking of odometer readings from various sources to identify any potential wind-backs by comparing the mileage readings and the associated dates to see if a lower mileage reading was recorded at a later date; d) identifying multiple liens against a single vehicle by checking any liens which may exist against plates previously registered to a vehicle. e) identifying and advising of any expired or cancelled licenses, registrations, certificates, or other legal

requirements, thereby to check whether expirations are about to occur within a pre-set time. f) using the VIN numbering standard to verify that a vehicles VIN number matches the vehicle type. g) identifying whether the vehicle insurance coverage has expired, or is about to expire within a given period. h) identifying whether the vehicle has been reported stolen or of interest to a third party selected from the group police, an insurance company, a finance company, customs, or a private investigator; i) identifying whether the vehicles registration has expired, or is about to expire within a given period. j) identifying whether a vehicle has ever been deregistered for any period of time in its past. k) identifying any relevant notes in the systems database which match the vehicles past or present plates and/or VINs l) checking that a written off vehicle is deregistered before it is sold m) performing a vehicle valuation check and drivers license status check before processing insurance. n) checking for insurance coverage on a vehicle when processing damage claims. o) performing a vehicle valuation check, credit check, verification of valid registration, and liens check before processing finance p) Ensuring that the vehicle is insured before processing finance. q) Ensuring that the vehicle remains insured and registered while it is under finance. r) Checking for a valid RUC license for a diesel vehicle before a sale. s) Alerting finance companies (or other lien holders) to clear/modify a vehicle's title when the vehicle has been sold and money collected. t) verifying that the date of birth and full name of past and present owners matches the date of birth and full name of debtors on securities u) identifying out of date, duplicate, or invalid vehicle liens associated with the vehicle wherein said identifying step comprises at least one of the following steps (v) to (y) : v) comparing the lien registration dates with the current date, or w) checking whether the lien registration date added to the term of the loan results in a date which has passed, making the lien effectively expired., x) checking that the description of the lien vehicle matches the description of the vehicle obtained from the MVR database; or. y) verifying that the vehicle still exists according to the MVR database. 4. The system of claims 1 to 3 wherein said computer system is adapted to generate at least one report selected from the following group: a) A Vehicle Information Report showing one or more of the following; securities or interests on the vehicle, date of birth of debtor, full name of debtor, vehicle description, the plate on the vehicle at time of security registration, vin , chassis, vehicle description, past plates and present plates, full names of past and present owners, date of birth of present owner, vehicle valuation, vehicle insurance details, vehicle damage or repair history, outstanding fines, physical location of vehicle, customs data, overseas registry information, police and law enforcement information, vehicle manufacturer information, ownership, registration status, liens status, police status, market value, mileage,

damage and repair history, notes of interest, road user charges or outstanding road tariffs associated with the vehicle, insurance coverage on the vehicle, or consumer rights for a particular registered vehicle; b) A Window Card showing a subset of the information provided in said Vehicle Information Report, further containing at least one of : the logo of the dealer, the sale price of the vehicle, and customised disclaimers or guarantees used by the dealer; c) A Report indicating a mismatch concerning the plate, the VIN and the owner between Government registries, or multiple liens on the same vehicle but under different plates; d) An Alert Report showing possible odometer wind-backs, expired licenses or registrations, vehicle de-registration, damage & repair history, plate changes, ownership changes, stolen status, and vehicle notes.; e) A Police Book report showing vehicle sales that have taken place between dealers or the present location of a particular vehicle within the dealer network; f) A Sale & Purchase agreement showing all legally required information for sale and purchase of a vehicle; g) A Security Holders Report which highlights vehicles which have securities against them but have recently changed ownership, and/or the vehicles registration will expire within a given period of time, and/or the vehicle has multiple securities registered, or the vehicle has old or suspect liens registered, or where a particular Creditor does not hold the priority interest. 5. The system of claims 1 to 4 wherein said computer system is adapted to identify a system user and confirm their right to use the system 6. The system of claim 5 wherein said identification of the system user further comprises the use of information selected from the following group: a) Internet IP addresses, CLID, and/or PIN 7. The system of claims 5 to 6 wherein said computer system is adapted to: a) extract relevant details about the user from a database; and b) copy said relevant details to other transactions the user may wish to perform. 8. The system of claims 1 to 7 wherein said remote stored government database comprises: a) A police book database. 9. The system of claims 1 to 8 wherein said computer system is adapted to: a) use the agreed purchase price of a vehicle from a sale & purchase agreement to update the system's vehicle valuation database while also copying the sale price to a finance application also performed using the system. 10. The system of claims 1 to 9 wherein said computer system is adapted to: b) add a new customer to a database whenever a dealer who is a system user performs a 'Change of Ownership' to sell a vehicle to a member of the public, or perform an electronic commerce transaction, or a sale and purchase agreement. 11. The system of claims 1 to 10 wherein said computer system is adapted to provide the ability for a system user to submit \* information notes about a vehicle which will be captured and stored in the system for viewing by specific parties. 12. The system of claim 11 wherein said computer system is adapted to advise a system user of said information notes in

response to system user input. 13. The system of claim 12 wherein said system user input is selected from system user activity selected from the following group: o generating a VIR, or changing ownership, or determining a vehicles value for insurance and financing. 14. The system of claims 1 to 13 wherein said computer system is adapted to generate a report in response to pre-defined criteria and send said report via a communications channel selected from the following group: \* e-mail, fax or pager. 15. The system of claim 14 wherein said e-mail further comprises at least one feature selected from the following group: \* A hot-link embedded in the e-mail which will give the recipient access to the system's web site to undertake the suggested action; \* A unique identifier which allows the e-mail recipient to quickly locate the relevant vehicle and data on the system, and thereby conduct the transaction more quickly and accurately; or \* the VIR details of the vehicle. 16. The system of claims 14 to 15 wherein said report comprises a report selected from the following group (a) to (c): \* a data discrepancy report to the managers of government registries, \* a report to the owner(s) of a vehicle to advise of expiration of licenses or inspections etc., or \* a report to advise an insurance company when a vehicle has been reported stolen, or to advise a finance company that a vehicle's registration either has or is about to expire. 17. The system of claims 1 to 16 wherein said computer system is adapted to: \* export the contents of a VIR to a user's local stock control package. 18. The system of claims 1 to 17 further comprising: (a) a stock database; wherein a partition of said stock database is assigned to a system user who has a hyper-link access from his own web page to his partition of the system's stock database. 19. The system of claims 1 to 18 further comprising: \* providing a stock database; wherein a portion of the contents of said stock database is linked to an electronic auction service; thereby to allow system users and the public to view, bid, and even purchase vehicles on-line. 20. The system of claims 1 to 19 further comprising: (a) a database of vehicle details which may be accessed by system users; wherein said computer system is adapted to perform batch queries to said government databases to update details in said database of vehicle details to thereby maintain the integrity of information in said database of vehicle details. 21. The system of claims 1 to 20 wherein said at least one remote stored database comprises a Motor Vehicle Securities Register or Motor Vehicle Register maintained by or with the authority of a Government agency. 22. The system of claims 1 to 21 including allowing said system to be accessed and operated over the Internet, and wherein said at least one remote stored database comprises: \* a Motor Vehicle Securities Register and a Motor Vehicle Registry supplied by, maintained by or supplied with the authority of a Government agency. 23 .The system of claims 1 to 22 wherein said at least one remote stored database comprises: \* the Australian National

Exchange of Vehicle and Driver Information System. 24. The system of claims 1 to 23 wherein said at least one remote stored database comprises: o the Australian Police services National Vehicles of Interest database 25. The system of claims 1 to 24 wherein said at least one remote stored database comprises a written-off vehicle register. 26. A computer-readable medium encoded with at least one computer program, wherein the computer program is adapted to operate a computer system further comprising: a. at least one computer; wherein said computer system is accessible by system users and capable of storing b. one or more vehicle records each comprising information relating to a vehicle in said computer system; wherein said computer system is adapted to receive vehicle enquiries from system users including vehicle identification data; wherein said computer system is adapted to respond to said user enquiries with information relating to the vehicle to which said identification data relates, and wherein said computer system is adapted to perform at least one of compiling or updating said vehicle information in said computer system; wherein said computer system is adapted to obtain vehicle information from said at least one remote stored government database of vehicle data for at least one vehicle on receipt of said user enquiry and by also to obtain information from one or more other remote stored data sources; wherein said vehicle information is obtained from said at least one remote stored government database and said one or more other remote stored data sources using said vehicle identification data or some portion or combination thereof.

27.

A method of compiling from different data sources information relating to motor vehicles and receiving and responding to enquiries from system users, comprising: \* providing a computer system comprising at least one computer and wherein said computer system is accessible by system users and capable of storing one or more vehicle records each comprising information relating to a vehicle in said computer system; \* receiving in said computer system vehicle enquiries from system users including vehicle identification data; \* responding to said user enquiries with information relating to the vehicle to which said identification data relates, and \* at least one of compiling or updating said vehicle information in said computer system by \* obtaining vehicle information from said at least one remote stored government database of vehicle data for at least one vehicle on receipt of said user enquiry and by also \* obtaining information from one or more other remote stored data sources, said vehicle information being obtained from said at least one remote stored government database and said one or more other

remote stored data sources using said vehicle identification data or some portion or combination thereof.

28

The method of claim 27 wherein said step of obtaining vehicle information from said at least one remote stored government database of vehicle data further comprises: \* submitting at least one of the following as a key to retrieve information from the MVR (LTSA) registry database: the system user's search VIN, the search chassis number, and the search plate number, wherein said information includes the following identifiers: the search VIN, the search plate, the vehicles past plate history, and the VIN; and \* checking against a liens registry using all of said identifiers to obtain all liens which may have been lodged against a vehicle under past and present plates.

29

The method of claim 27 wherein said step of at least one of compiling or updating said information in said computer system further comprises: \* Accessing information selected from the following group: vehicle information collected during the process of offering a vehicle for sale at an auction; vehicle information collected during the importing or exporting of a vehicle; vehicle information collected by insurance companies as a result of issuing insurance cover or processing an insurance claim; vehicle information collected or held by law enforcement agencies; and vehicle information collected by overseas auction companies.

30

The method of claims 27 to 29 further comprising the step of \* analysing information held on a vehicle, vehicle owner, or system user to identify instances of data discrepancies, alerts, errors, or missing data using at least one step selected from the following group (b) to (u): \* checking that the vehicle owner and vehicle description information obtained from the two Government databases are consistent; \* checking of odometer readings from various sources to identify any potential wind-backs by comparing the mileage readings and the associated dates to see if a lower mileage reading was recorded at a later date; \* identifying multiple liens against a single vehicle by checking any liens which may exist against plates previously registered to a vehicle. \* Identifying and advising of any expired or cancelled licenses, registrations, certificates, or other legal requirements, thereby to check whether expirations are about to occur within a pre-set time. \* Using the VIN numbering standard to verify that a vehicle's VIN number matches the vehicle

type \* identifying whether the vehicle insurance coverage has expired, or is about to expire within a given period. \* identifying whether the vehicle has been reported stolen or of interest to a third party selected from the group police, an insurance company, a finance company, customs, or a private investigator; \* identifying whether the vehicles registration has expired, or is about to expire within a given period. \* Identifying whether a vehicle has ever been deregistered for any period of time in its past. \* Identifying any relevant notes in the systems database which match the vehicles past or present plates and/or VINs \* Checking that a written off vehicle is deregistered before it is sold \* Performing a vehicle valuation check and drivers license status check before processing insurance. \* Checking for insurance coverage on a vehicle when processing damage claims. \* performing a vehicle valuation check, credit check, verification of valid registration, and liens check before processing finance \* Ensuring that the vehicle is insured before processing finance. \* Ensuring that the vehicle remains insured and registered while it is under finance. \* Checking for a valid RUC license for a diesel vehicle before a sale. \* Alerting finance companies (or other lien holders) to clear/modify a vehicle's title when the vehicle has been sold and money collected. \* verifying that the date of birth and full name of past and present owners matches the date of birth and full name of debtors on securities \* identifying out of date, duplicate, or invalid vehicle liens associated with the vehicle wherein said identifying step comprises at least one of the following steps (v) to (y) : \* comparing the lien registration dates with the current date, or \* checking whether the lien registration date added to the term of the loan results in a date which has passed, making the lien effectively expired., \* checking that the description of the lien vehicle matches the description of the vehicle obtained from the MVR database; or. \* verifying that the vehicle still exists according to the MVR database.

The method of claims 27 to 30 further comprising the step of: o Generating at least one report selected from the following group: A Vehicle Information Report showing one or more of the following; securities or interests on the vehicle, date of birth of debtor, full name of debtor, vehicle description, the plate on the vehicle at time of security registration, vin , chassis, vehicle description, past plates and present plates, full names of past and present owners, date of birth of present owner, vehicle valuation, vehicle insurance details, vehicle damage or repair history, outstanding fines, physical location of vehicle, customs data, overseas registry information, police and law enforcement information, vehicle manufacturer information, ownership,

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registration status, liens status, police status, market value, mileage, damage and repair history, notes of interest, road user charges or outstanding road tariffs associated with the vehicle, insurance coverage on the vehicle, or consumer rights for a particular registered vehicle; A Window Card showing a subset of the information provided in said Vehicle Information Report, further containing at least one of: the logo of the dealer, the sale price of the vehicle, and customised disclaimers or guarantees used by the dealer; A Report indicating a mismatch concerning the plate, the VIN and the owner between Government registries, or multiple liens on the same vehicle but under different plates; An Alert Report showing possible odometer wind-backs, expired licenses or registrations, vehicle de-registration, damage & repair history, plate changes, ownership changes, stolen status, and vehicle notes; A Police Book report showing vehicle sales that have taken place between dealers or the present location of a particular vehicle within the dealer network; A Sale & Purchase agreement showing all legally required information for sale and purchase of a vehicle; A Security Holders Report which highlights vehicles which have securities against them but have recently changed ownership, and/or the vehicles registration will expire within a given period of time, and/or the vehicle has multiple securities registered, or the vehicle has old or suspect liens registered, or where a particular Creditor does not hold the priority interest.

32

The method of claims 27 to 31 further comprising the step of: \* Identifying a system user and confirming their right to use the system

33

The method of claim 32 wherein said identifying step further comprises the use of information selected from the following group: \* Internet IP addresses, CLID, and/or PIN

34

The method of claims 32 to 33 further comprising the steps of: \* extracting relevant details about the user from a database; and \* copying said relevant details to other transactions the user may wish to perform.

35

The method of claims 27 to 34 wherein said remote stored government database comprises: \* A police book database.

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36

The method of claims 27 to 35 further comprising the step of: o using the agreed purchase price of a vehicle from a sale & purchase agreement to update the system's vehicle valuation database while also copying the sale price to a finance application also performed using the system.

37

The method of claims 27 to 36 further comprising the step of: o adding a new customer to a database whenever a dealer who is a system user performs a 'Change of Ownership' to sell a vehicle to a member of the public, or perform an electronic commerce transaction, or a sale and purchase agreement.

38

The method of claims 27 to 37 further comprising the step of: o providing the ability for a system user to submit information notes about a vehicle which will be captured and stored in the system for viewing by specific parties.

39

The method of claim 38 further comprising advising a system user of said information notes in response to system user input.

40

The method of claim 39 wherein said system user input is selected from system user activity selected from the following group: o generating a VIR, or changing ownership, or determining a vehicle's value for insurance and financing.

41.

The method of claims 27 to 40 further comprising the steps of \* Generating a report in response to pre-defined criteria; and \* Sending said report via a communications channel selected from the following group: e-mail, fax or pager.

42

The method of claim 41 wherein said e-mail further comprises at least one feature selected from the following group: A hot-link embedded in the e-mail which will give the recipient access to

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the system's web site to undertake the suggested action.; A unique identifier which allows the e-mail recipient to quickly locate the relevant vehicle and data on the system, and thereby conduct the transaction more quickly and accurately; or the VIR details of the vehicle.

43

The method of claims 41 to 42 wherein said report comprises a report selected from the following group: \* a data discrepancy report to the managers of government registries, \* a report to the owner(s) of a vehicle to advise of expiration of licenses or inspections etc., \* or a report to advise an insurance company when a vehicle has been reported stolen, \* or to advise a finance company that a vehicle's registration has (or is about to) expire.

44

The method of claims 27 to 43 further comprising the step of: \* exporting the contents of a VIR to a user's local stock control package.

45

The method of claims 27 to 44 further comprising the steps of: o providing a stock database; o assigning a partition of said stock database to a system user; o and allowing a system user hyperlink access from his own web page to his partition of the system's stock database.

46

The method of claims 27 to 45 further comprising the steps of: o providing a stock database; and o linking at least a portion of the contents of said stock database to an electronic auction service; thereby to allow system users and the public to view, bid, and even purchase vehicles on-line.

47

The method of claims 27 to 46 further comprising the steps of: \* providing a database of vehicle details which may be accessed by system users ; and \* performing batch queries to said government databases to update details in said database of vehicle details to thereby maintain the integrity of information in said database of vehicle details.

48

The method of claims 27 to 47 wherein said at least one remote stored database comprises a Motor Vehicle Securities Register or Motor Vehicle Register maintained by or with the authority of a Government agency.

49

The method of claims 27 to 48 including the step of: \* allowing said system to be accessed and operated over the Internet; and wherein said at least one remote stored database comprises a Motor Vehicle Securities Register and a Motor Vehicle Registry supplied by, maintained by or supplied with the authority of a Government agency.

50

The method of claims 27 to 49 wherein said at least one remote stored database comprises the Australian National Exchange of Vehicle and Driver Information System.

51

The method of claims 27 to 50 wherein said at least one remote stored database comprises the Australian Police services National Vehicles of Interest database

52

The method of claims 27 to 51 wherein said at least one remote stored database comprises a written-off vehicle register.

53.

A system of compiling from different data sources information relating to motor vehicles and receiving and responding to enquiries from system users, comprising: o a computer system comprising at least one computer and wherein said computer system is accessible by system users and capable of storing one or more vehicle records each comprising information relating to a vehicle in said computer system; \* wherein said computer system is adapted to receive a vehicle enquiry from a system user including a first key; wherein said first key is selected from the following group: past plate, present plate, VIN or chassis; wherein said computer system is adapted to query a first government database using said first key to receive information including first data, wherein said first data comprises at least one item of information selected from the

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following group: vin , chassis, vehicle description, and past plates and present plates, full names of past and present owners, or date of birth of present owner; and wherein said computer system is adapted to query a second government database using a second key to receive information including second data, wherein said second key comprises at least part of said first data, and said second data second data comprises at least one item of information selected from the following group: securities or interests on the vehicle, date of birth and full name of debtor, vehicle description, vin , chassis, vehicle description, and the plate on the vehicle at time of security registration.

54

The system of claim 53 wherein said computer system is adapted to query a data source using a third key, to receive third data, wherein said third key is selected from the following group: at least part of said first data or at least part of said second data.

55

The system of claim 53 wherein said third data comprises at least one item of information selected from the following group: vehicle valuation, vehicle insurance details, vehicle damage or repair history, outstanding fines, physical location of vehicle, customs data, overseas registry information, police and law enforcement information and vehicle manufacturer information.

56

The system of claims 53 to 55 wherein said first government database comprises the LTSA, and wherein said second government database is selected from the following group: the LTSA, the PPSR, and the MVSR.

57

The system of claims 53 to 56 wherein said computer system is adapted to (a) Process said first data and said second data; and (b) Deliver the results of said processing to said system user.

58

The system of claim 54 wherein said computer system is adapted to: (a) Process said first data and said second data and said third data; and (b) Deliver the results of said processing to said system user.

59

The system of claims 54 wherein said querying of said data source includes accessing information selected from the following group: vehicle information collected during the process of offering a vehicle for sale at an auction; vehicle information collected during the importing or exporting of a vehicle; vehicle information collected by insurance companies as a result of issuing insurance cover or processing an insurance claim; vehicle information collected or held by law enforcement agencies; and vehicle information collected by overseas auction companies.

60

The system of claims 58 or 59 wherein said computer system is adapted to: \* analyse information held on a vehicle, vehicle owner, or system user to identify instances of data discrepancies, alerts, errors, or missing data using at least one step selected from the following group (b) to (u): \* check that the vehicle owner and vehicle description information obtained from the two Government databases are consistent; \* check odometer readings from various sources to identify any potential wind-backs by comparing the mileage readings and the associated dates to see if a lower mileage reading was recorded at a later date; \* identify multiple liens against a single vehicle by checking any liens which may exist against plates previously registered to a vehicle. \* Identify and advise of any expired or cancelled licenses, registrations, certificates, or other legal requirements, thereby to check whether expirations are about to occur within a pre-set time. \* Using the VIN numbering standard to verify that a vehicle's VIN number matches the vehicle type. \* identify whether the vehicle insurance coverage has expired, or is about to expire within a given period. \* identify whether the vehicle has been reported stolen or of interest to a third party selected from the group police, an insurance company, a finance company, customs, or a private investigator; \* identify whether the vehicles registration has expired, or is about to expire within a given period. \* Identify whether a vehicle has ever been deregistered for any period of time in its past. \* Identify any relevant notes in the systems database which match the vehicles past or present plates or VINs \* Check that a written off vehicle is de-registered before it is sold \* Perform a vehicle valuation check and drivers license status check before processing insurance. \* Check for insurance coverage on a vehicle when processing damage claims. \* perform a vehicle valuation check, credit check, verification of valid registration, and liens check before processing finance \* Ensure that the vehicle is insured before processing finance. \* Ensure that the vehicle remains insured and registered while it is under finance. \* Check for a valid RUC license for a diesel vehicle before a sale. \* Alert finance

companies or other lien holders to clear or modify a vehicle's title when the vehicle has been sold and money collected. \* verify that the date of birth and full name of past and present owners matches the date of birth and full name of debtors on securities \* identify out of date, duplicate, or invalid vehicle liens associated with the vehicle wherein said identification comprises at least one of the following processes (v) to (y) : \* comparing the lien registration dates with the current date, or \* checking whether the lien registration date added to the term of the loan results in a date which has passed, making the lien effectively expired., \* checking that the description of the lien vehicle matches the description of the vehicle obtained from the MVR database; or. \* verifying that the vehicle still exists according to the MVR database.

61

The system of claims 59 or 60 wherein said computer system is adapted to generate at least one report selected from the following group : \* A Vehicle Information Report showing one or more of the following; securities or interests on the vehicle, date of birth of debtor, full name of debtor, vehicle description, the plate on the vehicle at time of security registration, vin , chassis, vehicle description, past plates and present plates, full names of past and present owners, date of birth of present owner, vehicle valuation, vehicle insurance details, vehicle damage or repair history, outstanding fines, physical location of vehicle, customs data, overseas registry information, police and law enforcement information, vehicle manufacturer information, ownership, registration status, liens status, police status, market value, mileage, damage and repair history, notes of interest, road user charges or outstanding road tariffs associated with the vehicle; and insurance coverage on the vehicle and consumer rights for a particular registered vehicle; \* A Window Card showing a subset of the information provided in said Vehicle Information Report, further containing at least one of: the logo of the dealer, the sale price of the vehicle, and customised disclaimers or guarantees used by the dealer; \* A Report indicating a mismatch concerning the plate, the VIN and the owner between Government registries, or multiple liens on the same vehicle but under different plates; \* An Alert Report showing possible odometer wind-backs, expired licenses or registrations, vehicle de-registration, damage & repair history, plate changes, ownership changes, stolen status, and vehicle notes; \* A Police Book report showing vehicle sales that have taken place between dealers or the present location of a particular vehicle within the dealer network; \* A Sale & Purchase agreement showing all legally required information for sale and purchase of a vehicle; \* A Security Holder's Report which highlights vehicles which have securities against them but have recently changed ownership, and/or or the

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vehicle's registration will expire within a given period of time, and/or the vehicle has multiple securities registered, or the vehicle has old or suspect liens registered, or where a particular Creditor does not hold the priority interest.

62

The system of claims 54 to 61 wherein said computer system is adapted to: o Identify a system user and confirming their right to use the system

63

The system of claim 62 wherein said computer system is adapted to identify a system user and confirming their right to use the system further comprises the using information selected from the following group: \* Internet IP addresses, CLID, and/or PIN

64

The system of claims 62 to 63 wherein said computer system is adapted to: \* extract relevant details about the user from a database; and \* copy said relevant details to other transactions the user may wish to perform.

65

The System of claims 54 to 64 wherein said computer system is adapted to update a vehicle valuation database using the agreed purchase price of a vehicle from a sale and purchase agreement while also copying the sale price to a finance application also performed using the system.

66

The system of claims 54 to 65 wherein said computer system is adapted to \* add a new customer to a database whenever a dealer who is a system user performs a 'Change of Ownership' to sell a vehicle to a member of the public, or perform an electronic commerce transaction, or a sale and purchase agreement.

46

67

The system of claims 54 to 66 wherein said computer system is adapted to provide the ability for a system user to submit information notes about a vehicle which will be captured and stored in the system for viewing by specific parties.

68

The system of claim 67 further comprising advising a system user of said information notes in response to system user input.

69

The system of claim 68 wherein said system user input is selected from system user activity selected from the following group: \* generating a VIR, or changing ownership, or determining a vehicles value for insurance and financing.

70

The system of claims 54 to 69 wherein said computer system is adapted to \* Generate a report in response to pre-defined criteria; and \* Send said report via a communications channel selected from the following group: e-mail, fax or pager.

71

The system of claim 70 wherein said e-mail further comprises at least one feature selected from the following group: \* A hot-link embedded in the e-mail which gives the recipient access to the system's web site to undertake the suggested action; \* A unique identifier which allows the e-mail recipient to quickly locate the relevant vehicle and data on the system, and thereby conduct the transaction more quickly and accurately; \* or the VIR details of the vehicle.

72

The system of claims 70 or 71 wherein said report comprises a report selected from the following group: \* a data discrepancy report to the managers of government registries, \* a report to the owner(s) of a vehicle to advise of expiration of licenses or inspections etc., \* or a report to advise an insurance company when a vehicle has been reported stolen, or to advise a finance company that a vehicle's registration has (or is about to) expire.

73

The system of claims 54 to 71 wherein said computer system is adapted to \* export the contents of a VIR to a user's local stock control package.

74

The system of claims 54 to 72 wherein said computer system is adapted to: o provide a stock database; o assign a partition of said stock database to a system user; and o allow a system user hyper-link access from his own web page to his partition of the system's stock database. 74. The system of claims 54 to 73 wherein said computer system is adapted to: provide a stock database; and link at least a portion of the contents of said stock database to an electronic auction service; thereby to allow system users and the public to view, bid, and purchase vehicles on-line.

75

The system of claims 54 to 74 wherein said computer system is adapted to: \* provide a database of vehicle details which may be accessed by system users ; and \* perform batch queries to said government databases to update details in said database of vehicle details to thereby maintain the integrity of information in said database of vehicle details. 75. The system of claims 54 to 75 wherein said computer system is adapted to allow said system to be accessed and operated over the Internet. 77. A method of compiling from different data sources information relating to motor vehicles and receiving and responding to enquiries from system users, comprising: \* providing a computer system comprising at least one computer and wherein said computer system is accessible by system users and capable of storing one or more vehicle records each comprising information relating to a vehicle in said computer system; \* receiving in said computer system a vehicle enquiry from a system user including a first key; wherein said first key is selected from the following group: past plate, present plate, VIN or chassis; \* querying a first government database using said first key to receive information including first data, wherein said first data comprises at least one item of information selected from the following group: vin , chassis, vehicle description, and past plates and present plates, full names of past and present owners, or date of birth of present owner; and \* querying a second government database using a second key to receive information including second data, wherein said second key comprises at least part of said first data, and said second data second data comprises at least one item of information selected from the following group: securities or interests on the vehicle, date of birth and full name of debtor, vehicle description, vin , chassis, vehicle description, and the plate on the

vehicle at time of security registration. 78. The method of claim 77 further comprising the step of: (a) querying a data source using a third key, to receive third data, wherein said third key is selected from the following group: at least part of said first data or at least part of said second data. 79. The method of claim 78 wherein said third data comprises at least one item of information selected from the following group: vehicle valuation, vehicle insurance details, vehicle damage or repair history, outstanding fines, physical location of vehicle, customs data, overseas registry information, police and law enforcement information and vehicle manufacturer information. 80. The method of claims 77 to 79 wherein said first government database comprises the LTSA, and wherein said second government database is selected from the following group: the LTSA, the PPSR and the MVSR. 81. The method of claims 77 to 80 further comprising the steps of: \* Processing said first data and said second data; and \* Delivering the results of said processing to said system user. 82. The method of claim 78 further comprising the steps of: \* Processing said first data and said second data and said third data; and \* Delivering the results of said processing to said system user. 83. The method of claims 78 wherein said querying of said data source includes: (a) Accessing information selected from the following group: o vehicle information collected during the process of offering a vehicle for sale at an auction; o vehicle information collected during the importing or exporting of a vehicle; o vehicle information collected by insurance companies as a result of issuing insurance cover or processing an insurance claim; o vehicle information collected or held by law enforcement agencies; and o vehicle information collected by overseas auction companies. 84. The method of claims 81 or 82 wherein said processing step comprises: o analysing information held on a vehicle, vehicle owner, or system user to identify instances of data discrepancies, alerts, errors, or missing data using at least one step selected from the following group (b) to (u): o checking that the vehicle owner and vehicle description information obtained from the two Government databases are consistent; o checking of odometer readings from various sources to identify any potential wind-backs by comparing the mileage readings and the associated dates to see if a lower mileage reading was recorded at a later date; o identifying multiple liens against a single vehicle by checking any liens which may exist against plates previously registered to a vehicle. o Identifying and advising of any expired or cancelled licenses, registrations, certificates, or other legal requirements, thereby to check whether expirations are about to occur within a pre-set time. o Using the VIN numbering standard to verify that a vehicle's VIN number matches the vehicle type. o identifying whether the vehicle insurance coverage has expired, or is about to expire within a given period. o identifying whether the vehicle has been reported stolen or of interest to

a third party selected from the group police, an insurance company, a finance company, customs, or a private investigator; o identifying whether the vehicles registration has expired, or is about to expire within a given period. o Identifying whether a vehicle has ever been deregistered for any period of time in its past. o Identifying any relevant notes in the systems database which match the vehicles past or present plates or VINs o Checking that a written off vehicle is deregistered before it is sold o Performing a vehicle valuation check and drivers license status check before processing insurance. o Checking for insurance coverage on a vehicle when processing damage claims. o performing a vehicle valuation check, credit check, verification of valid registration, and liens check before processing finance o Ensuring that the vehicle is insured before processing finance. o Ensuring that the vehicle remains insured and registered while it is under finance. o Checking for a valid RUC license for a diesel vehicle before a sale. o Alerting finance companies (or other lien holders) to clear/modify a vehicle's title when the vehicle has been sold and money collected. o verifying that the date of birth and full name of past and present owners matches the date of birth and full name of debtors on securities o identifying out of date, duplicate, or invalid vehicle liens associated with the vehicle wherein said identifying step comprises at least one of the following steps (v) to (y) : o comparing the lien registration dates with the current date, or o checking whether the lien registration date added to the term of the loan results in a date which has passed, making the lien effectively expired., o checking that the description of the lien vehicle matches the description of the vehicle obtained from the MVR database; or. o verifying that the vehicle still exists according to the MVR database. 85 The method of claims 81 or 82 wherein said delivery step comprises: o Generating at least one report selected from the following group (b) to (h): o A Vehicle Information Report showing one or more of the following; securities or interests on the vehicle, date of birth of debtor, full name of debtor, vehicle description, the plate on the vehicle at time of security registration, vin , chassis, vehicle description, past plates and present plates, full names of past and present owners, date of birth of present owner, vehicle valuation, vehicle insurance details, vehicle damage or repair history, outstanding fines, physical location of vehicle, customs data, overseas registry information, police and law enforcement information, vehicle manufacturer information, ownership, registration status, liens status, police status, market value, mileage, damage and repair history, notes of interest, road user charges or outstanding road tariffs associated with the vehicle; and insurance coverage on the vehicle and consumer rights for a particular registered vehicle; o A Window Card showing a subset of the information provided in said Vehicle Information Report, further containing at least one of: the logo of the dealer, the

sale price of the vehicle, and customised disclaimers or guarantees used by the dealer; o A Report indicating a mismatch concerning the plate, the VIN and the owner between Government registries, or multiple liens on the same vehicle but under different plates; o An Alert Report showing possible odometer wind-backs, expired licenses or registrations, vehicle de-registration, damage & repair history, plate changes, ownership changes, stolen status, and vehicle notes; o A Police Book report showing vehicle sales that have taken place between dealers or the present location of a particular vehicle within the dealer network; o A Sale & Purchase agreement showing all legally required information for sale and purchase of a vehicle; o A Security Holder's Report which highlights vehicles which have securities against them but have recently changed ownership, and/or or the vehicle's registration will expire within a given period of time, and/or the vehicle has multiple securities registered, or the vehicle has old or suspect liens registered, or where a particular Creditor does not hold the priority interest. 86. The method of claims 77 to 85 further comprising the step of: \* Identifying a system user and confirming their right to use the system 87. The method of claim 86 wherein said identifying step further comprises the use of information selected from the following group: \* Internet IP addresses, CLID, and/or PIN 88 . The method of claims 86 to 87 further comprising the steps of: \* extracting relevant details about the user from a database; and \* copying said relevant details to other transactions the user may wish to perform. 89. The Method of claims 77 to 88, further comprising the step of: \* updating a vehicle valuation database using the agreed purchase price of a vehicle from a sale & purchase agreement while also copying the sale price to a finance application also performed using the system. 90. The method of claims 77 to 88 further comprising the step of: o adding a new customer to a database whenever a dealer who is a system user performs a 'Change of Ownership' to sell a vehicle to a member of the public, or perform an electronic commerce transaction, or a sale and purchase agreement. 91. The method of claims 77 to 90 further comprising the step of: \* providing the ability for a system user to submit information notes about a vehicle which will be captured and stored in the system for viewing by specific parties. 92. The method of claim 91 further comprising advising a system user of said information notes in response to system user input. 93. The method of claim 92 wherein said system user input is selected from system user activity selected from the following group: \* generating a VIR, or changing ownership, or determining a vehicles value for insurance and financing. 94. The method of claims 77 to 93 further comprising the steps of \* Generating a report in response to pre-defined criteria; and \* Sending said report via a communications channel selected from the following group: e-mail, fax or pager. 95. The method of claim 94 wherein said e-mail further

comprises at least one feature selected from the following group: a) A hot-link embedded in the e-mail which will give the recipient access to the system's web site to undertake the suggested action.; b) A unique identifier which allows the e-mail recipient to quickly locate the relevant vehicle and data on the system, and thereby conduct the transaction more quickly and accurately; or c) the VIR details of the vehicle. d) 96. The method of claims 94 or 95 wherein said report comprises a report selected from the following group: e) a data discrepancy report to the managers of government registries, f) a report to the owner(s) of a vehicle to advise of expiration of licenses or inspections etc., or a report to advise an insurance company when a vehicle has been reported stolen, or to advise a finance company that a vehicle's registration has (or is about to) expire. 97 . The method of claims 77 to 96 further comprising the step of: g) exporting the contents of a VIR to a user's local stock control package. 98. The method of claims 77 to 97 further comprising the steps of: a) providing a stock database; b) assigning a partition of said stock database to a system user; and c) allowing a system user hyper-link access from his own web page to his partition of the system's stock database. 99. The method of claims 77 to 98 further comprising the steps of: d) providing a stock database; and e) linking at least a portion of the contents of said stock database to an electronic auction service; thereby to allow system users and the public to view, bid, and purchase vehicles on-line. 100. The method of claims 77 to 99 further comprising the steps of: f) providing a database of vehicle details which may be accessed by system users ; and g) performing batch queries to said government databases to update details in said database of vehicle details to thereby maintain the integrity of information in said database of vehicle details. 101. The method of claims 77 to 100 including the step of: allowing said system to be accessed and operated over the Internet. **ABSTRACT OF THE DISCLOSURE**  
The Invention pertains to an on-line system for the collection, analysis and distribution of information relating to motor vehicles. The system collates and cross-checks motor vehicle data from various private and government sources, to provide a complete view of the vehicles legal and commercial status. The system will also recommend and process transactions required for legal compliance and good business practice, including integrated electronic commerce applications. 34 1

Editorial Note

The drawings for Application No. 2002301438 are numbered:

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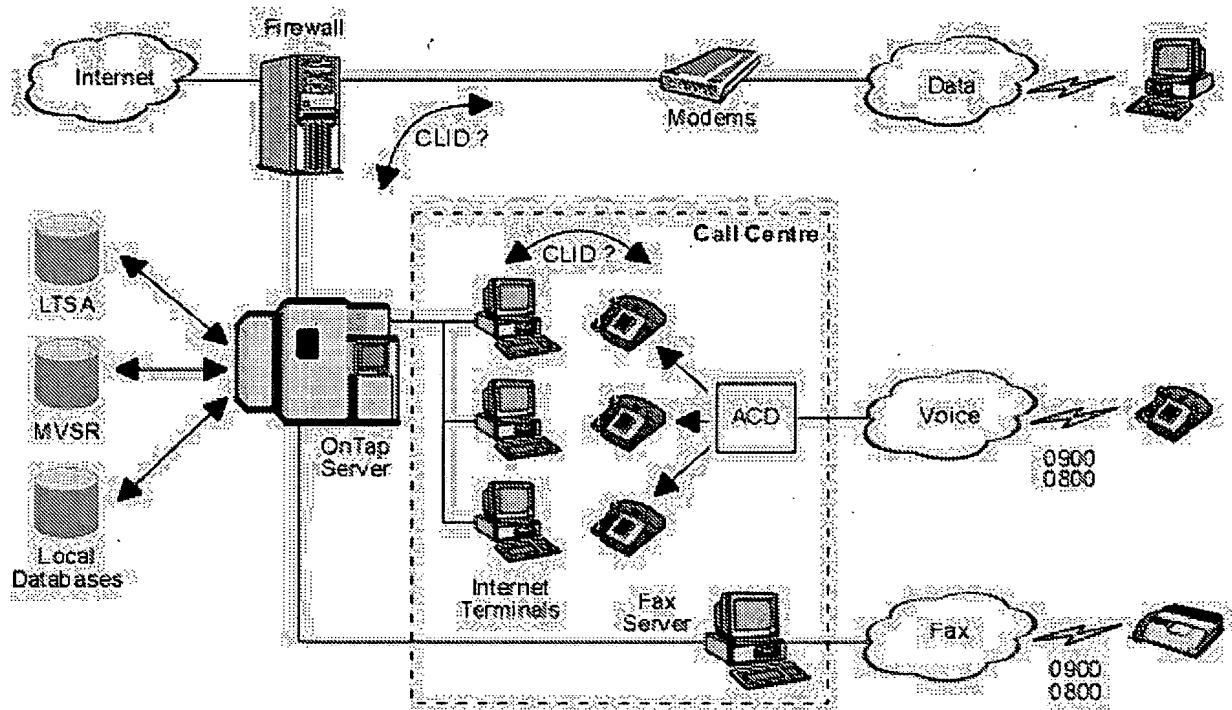


FIGURE 1

Applicant's Name:

Patrick Ryan Costigan

Applicant's Signature:

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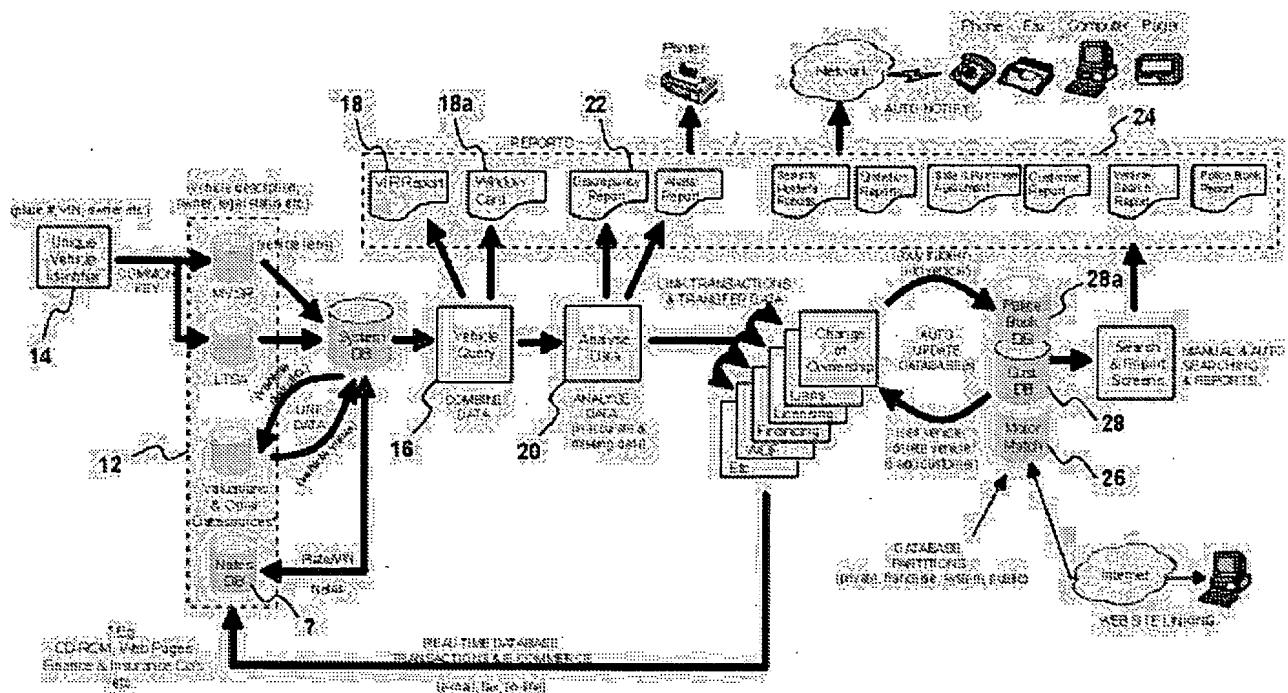


FIGURE 2

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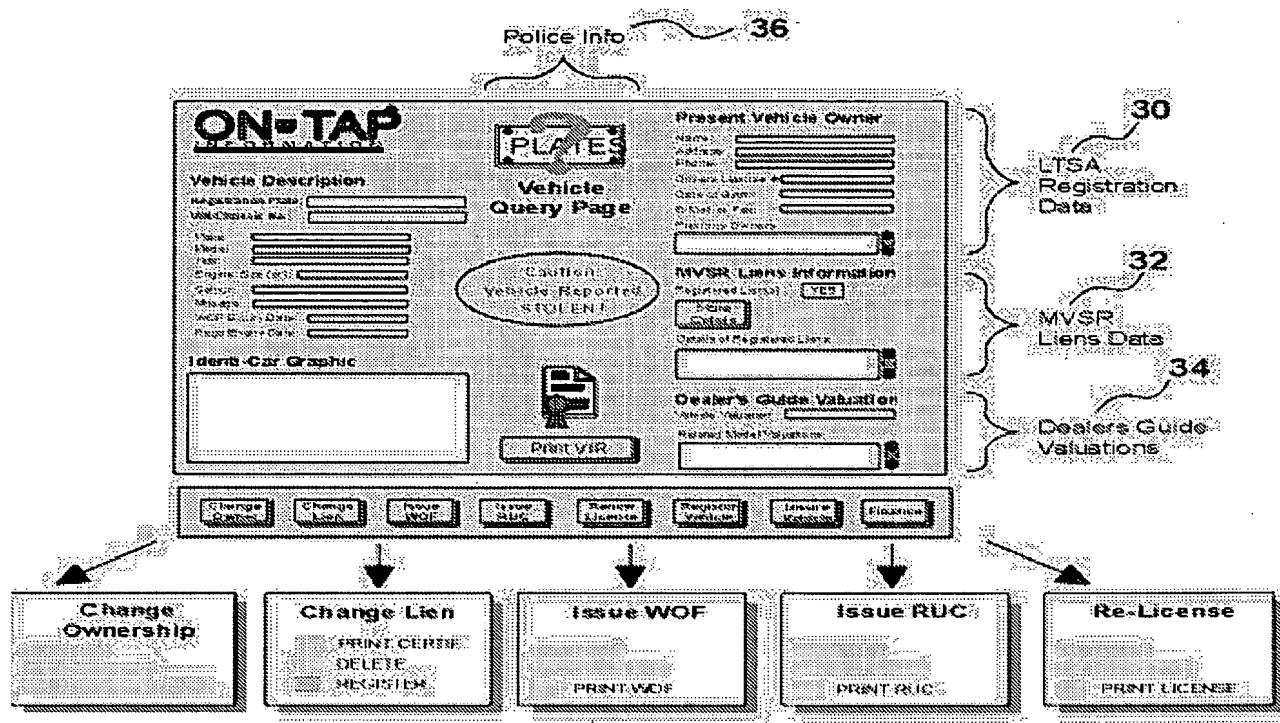


FIGURE 4



Search Plate  
Requested by

X  
Sample report

Valid as at: 4-Sep-2002 10:23:25PM

Reference: 44f651d6  
http://www.motorweb.co.nz/reference/44f651d6

## 1983 MITSUBISHI PAJERO Station wagon in Red

### Alerts

Vehicle was de-registered in the past  
Warrant Of Fitness (WOF) expired  
Vehicle is of interest to Police  
Security interest found

### Caution

Vehicle has exemption licence (registration sticker)  
RUC distance possibly exceeded (if odometer not around-the-clock)  
Inconsistent odometer readings (around-the-clock or possibly wound back)

### Information

NOT deemed as flood damaged by NZ Customs  
NOT deemed to have unreliable odometer by NZ Customs  
Used import from Japan

## Security interest details (1 found)

### 1983 MITSUBISHI PAJERO Red (PPSR)

#### Security interest registered

Plate number: UD7643	Statement number: F2JP9PFXV62E5499
VIN: Not entered	Registered: 11-Sep-2000
Chassis: LO48G3098325	Expires: 1-May-2007
Organisation: SMART FINANCE LIMITED	Email: joe@ppsr.govt.nz
Phone: 09-523-2510	Fax: +64(9)523-2514
Mailing address: PO Box 91 624, Penrose, AUCKLAND MAIL CENTRE, NZ	
Contact address: Level 12 5676 Great South Road, Greenlane, AUCKLAND, NZ	
Debtor name: PATRICK COSTIGAN	
Debtor DOB: 02-10-1963	

## Vehicle history

### Ownership (4 New Zealand owners)

20-Aug-1996	JOE PUBLIC BLOGGS (Complete) MAIN ROAD, EKATAHUNA R D 2, EKATHUNA - 571
2-Jul-1996	Joint Owner: DIANNE LUCY BLOGGS A CAR INSURANCE COMPANY LIMITED 17 NOTHING STREET, MT WELLINGTON, AUCKLAND - 1006
31-Aug-1994	Postal Address: P O BOX 28-667, REMUERA, AUCKLAND - 1136 ACME RENTALS 174 MAUNGATAPU ROAD, TAURANGA - 3001
9-Sep-1992	Postal Address: PO BOX 7113, MAUNGANTAPU, TAURANGA - 3030 CLEVER CLEANING LTD 534 NEWTON ROAD, NEWTON

### Odometer readings

1-Jan-1998	163967
	<u>Reading less than previous</u>
13-Aug-1996	197345
before 2-Jul-1996	132706

### Registration plates

Current plate	UD7643
16-Sep-1994	STAR1
17-Aug-1994	TT6412
9-Jul-1993	X (Investment)

before 31-Aug-1994 108815

6-Nov-1992 555  
9-Sep-1992 RP2236

## Registration and licence status

### Registration details

Prev. country of reg.: Japan  
First registered in NZ: 9-Sep-1992  
Last registration: Re-registered 19-Aug-1996

#### Re-registered

Registration status: Active  
Registration cancellation date: Not entered

### Warrant of Fitness details

Subject to WOF: Yes  
Lastest WOF inspection: Pass 1-Jan-1998  
WOF expiry: 30-Jun-1998

#### WOF expired

Subject to COF: No

### Licence details

Licence issue date: 16-Mar-2000 13:02  
Licence expiry date: 24-Mar-2001  
Licence type: Exemption  
Exemption licence  
Vehicle usage: Private passenger  
Continuous licence: Yes

### RUC details

Subject to RUC: Yes  
RUC issued: 20-Oct-1995  
RUC licence type: Distance  
RUC vehicle type: 1  
RUC distance: 125837 to 135837  
Possibly exceeded

## Vehicle description

### Vehicle

Year	1983
Make	MITSUBISHI
Model	PAJERO
Submodel	Not entered

### Identification

VIN	Not entered
Chassis	LO48G3098325
Main colour	Red
Second colour	Not entered

### Engine

Number	4035
Capacity	2300cc
Power	Not entered
Fuel type	Diesel
Alternative fuel	Not entered

### Assembly

Country of origin	Japan
Previously registered in	Japan
Assembled	Not entered
Body style	Station wagon
Number of seats	5

### Weight

Gross	Not entered
Tare	Not entered

### Axles

Type	Not entered
Number	Not entered
Wheel base	Not entered

### Max rated towed mass

Braked	Not entered
Unbraked	Not entered

### Axle group rating

Front	Not entered
Rear	Not entered

The expiry status of RUC licences issued by distance cannot be accurately determined.

Contact MotorWeb™ on freephone 0800-MOTORWEB (0800-668679).

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**Never Buy a Car Without a V.I.R.**

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FIGURE 6

before 31-Aug-1994 108815

6-Nov-1992 555  
9-Sep-1992 RP2236

## Registration and licence status

### Registration details

Prev. country of reg.: Japan  
First registered in NZ: 9-Sep-1992  
Last registration: Re-registered 19-Aug-1996  
**Re-registered**  
Registration status: Active  
Registration cancellation date: Not entered

### Licence details

Licence issue date: 16-Mar-2000 13:02  
Licence expiry date: 24-Mar-2001  
Licence type: Exemption  
**Exemption licence**  
Vehicle usage: Private passenger  
Continuous licence: Yes

### Warrant of Fitness details

Subject to WOF: Yes  
Lastest WOF inspection: Pass 1-Jan-1998  
WOF expiry: 30-Jun-1998  
**WOF expired**  
Subject to COF: No

### RUC details

Subject to RUC: Yes  
RUC issued: 20-Oct-1995  
RUC licence type: Distance  
RUC vehicle type: 1  
RUC distance: 125837 to 135837  
**Possibly exceeded**

## Vehicle description

### Vehicle

Year	1983
Make	MITSUBISHI
Model	PAJERO
Submodel	Not entered

### Identification

VIN	Not entered
Chassis	LO48G3098325
Main colour	Red
Second colour	Not entered

### Engine

Number	4035
Capacity	2300cc
Power	Not entered
Fuel type	Diesel
Alternative fuel	Not entered

### Assembly

Country of origin	Japan
Previously registered in	Japan
Assembled	Not entered
Body style	Station wagon
Number of seats	5

### Weight

Gross	Not entered
Tare	Not entered

### Axles

Type	Not entered
Number	Not entered
Wheel base	Not entered

### Max rated towed mass

Braked	Not entered
Unbraked	Not entered

### Axle group rating

Front	Not entered
Rear	Not entered

The expiry status of RUC licences issued by distance cannot be accurately determined.

Contact MotorWeb™ on freephone 0800-MOTORWEB (0800-668679).

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**Never Buy a Car Without a V.I.R.**

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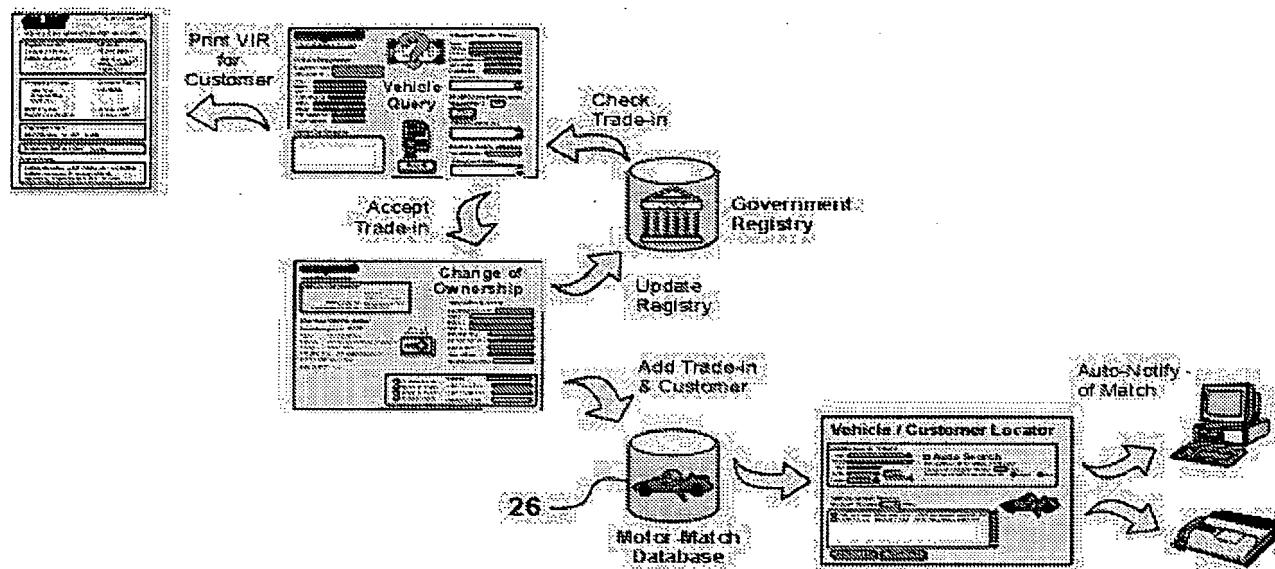


FIGURE 7

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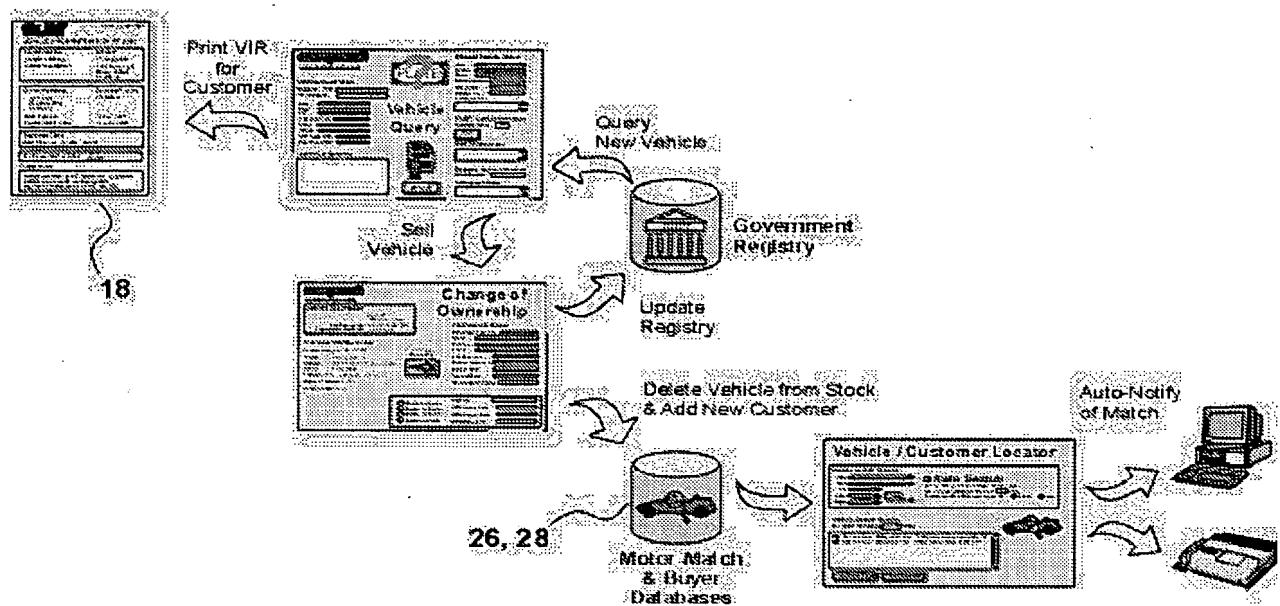


FIGURE 8

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**ON-TAP<sup>®</sup>**  
INFORMATION

**Vehicle Stock Locator**

**Vehicle Search Criteria**

Make:   
Model:   
Year:   
Color:   
Search:   
Reset:

**Auto Search**  
Search will search for vehicles which match  
Your search criteria for instances:  0/100  
Search results will be sent to you via:  email  fax

**Vehicle Search Results**  
Your Search Has Located  Vehicles

1981 Ford Laser 1000, White, Value: \$1,200, John Smith, Ford 3-455-1234  
 1986 Ford Laser 1000, Blue, Value: \$1,200, John Smith, Ford 3-455-1234

**Send Message**

**To:** carlsmith@carlsmith.com  
John Smith 14 4th Street  
Anytown, PA 19821-1234  
Phone: 0-333-1234  
Fax: 0-333-1234  
E-mail: carlsmith@carlsmith.com

**From:** carlsmith@carlsmith.com  
Carl Smith  
14 4th Street  
Anytown, PA 19821-1234  
Phone: 0-333-1234  
Fax: 0-333-1234  
E-mail: carlsmith@carlsmith.com

By Email  By Fax

**Subject:** When is 1992 Ford Laser - K01234

DOU: I HAVE A REQUEST TO LOCATE THE 1992 FORD LASER  
I AM PLEASED TO SEE THE 1992 FORD LASER  
DOU: I HAVE A REQUEST TO LOCATE THE 1992 FORD LASER  
I AM PLEASED TO SEE THE 1992 FORD LASER

FIGURE 10

